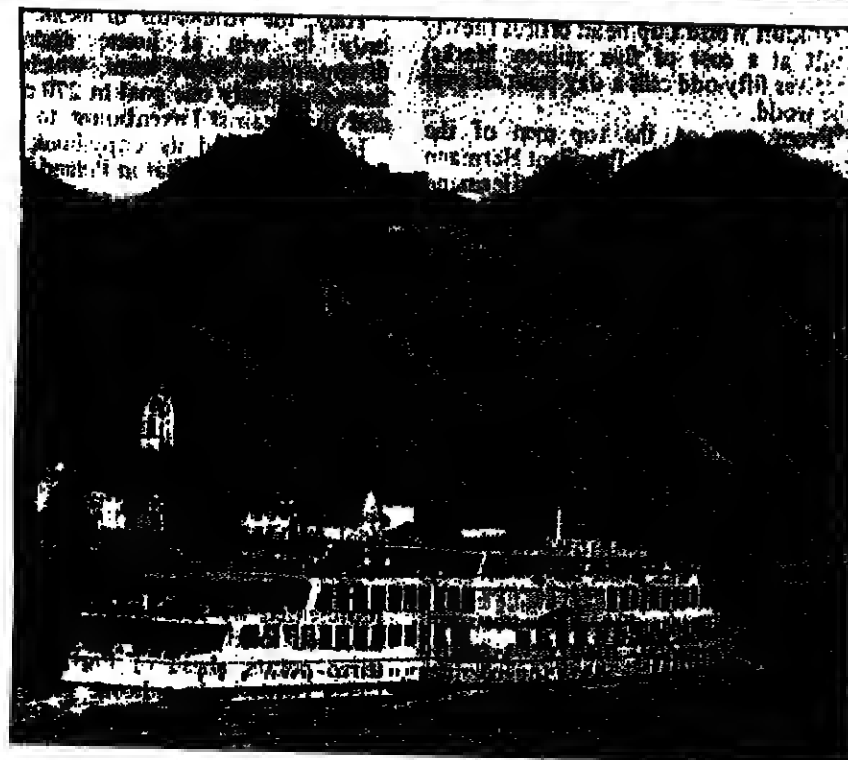
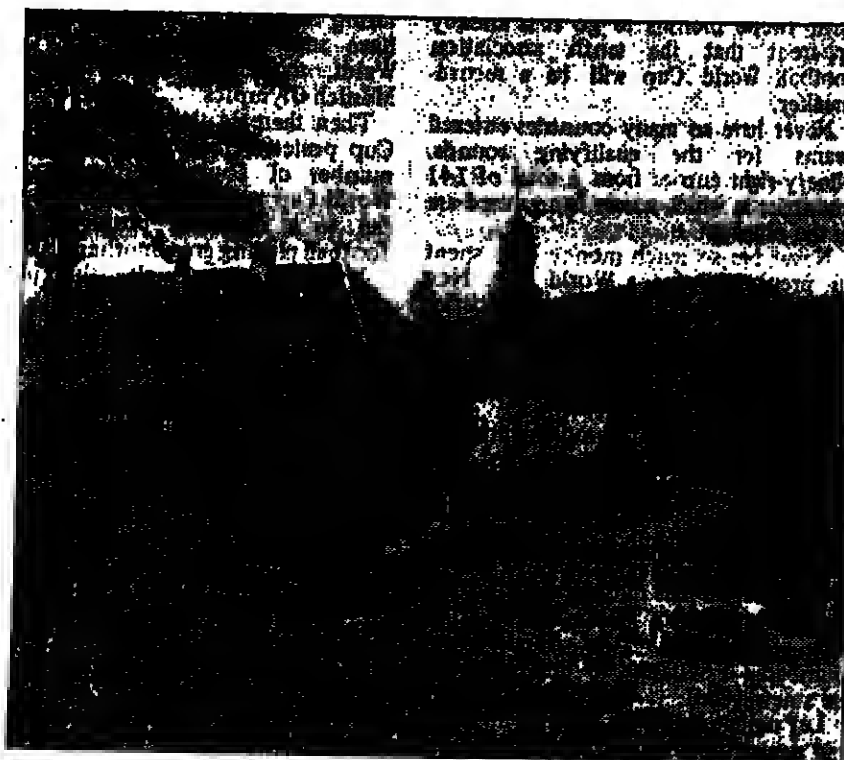


## There are many good reasons for a holiday in Germany



What springs to mind when the names West Berlin and the Federal Republic of Germany are mentioned? Streamlined cars and perfect traffic systems, production lines in factories. Great names in the world of literature and music?

Of course, but one also thinks of the joy in living, of celebrated places and castles, of pulsating city life and the romantic half-timbered houses in sleepy towns, of strolling through secluded forests alone, of invigorating river trips, of adventure and relaxation from the seashores to the mountains.

Whoever you are - whether you travel light or heavy, whether you

are an explorer or an aesthete interested in serious art or bikinis, romanticist or realist - Germany is happy to welcome you. One does not always realise that a holiday in Germany need not be

expensive. Whether he wants to spend 20 DM or 100 DM a day, the holiday maker can be accommodated here. See you soon in the Federal Republic of Germany!

### Holidays in Germany:

Deutsche Zentrale für Tourismus  
D 6 Frankfurt/M., Beethovenstr. 10

I would like to get to know the Federal Republic of Germany. Please send me your general brochure:

Name: \_\_\_\_\_  
Address: \_\_\_\_\_



There is unending variety and welcoming hospitality in the Federal Republic of Germany

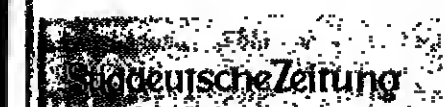
# The German Tribune

A WEEKLY REVIEW OF THE GERMAN PRESS

C 20725 C

Hamburg, 12 July 1973  
Fifth Year - No. 537 - Byair

## Rumanian President Nicolae Ceausescu visits Bonn



Experience shows time and time again; Rumanian President Nicolae Ceausescu noted at the half-way mark of his state visit to Bonn, "that economic ties are in a position to thaw any amount of ice."

Bona fide detente in Europe, he continued, juxtaposing a political demand to this hoary platitude, must be based on free trade and an opportunity for "all countries to cooperate freely."

Since Bucharest bust the Warsaw Pact blockade six years ago and became the first Eastern Bloc country other than the Soviet Union to establish full diplomatic relations with the then outlawed Federal Republic, the ice can be said to have been broken between the two countries.

But the returns on this courageous move, expressed in terms of substantial capital assistance and investment, have been well below Rumania's expectations. The volume of trade between the two countries has increased rapidly in recent years, but so has Rumania's balance-of-

plays a good hand of political poker and is no fool.

He may not have taken home million-dollar loans but he can be satisfied with the yield of his Bonn talks, the ceremonial declaration, several agreements and the final communiqué.

Compared with his recent visits to Holland and Italy, President Ceausescu's stay in this country has resulted in many further-reaching agreements, particularly in the private sector of the economy.

A number of joint enterprises, in Rumania's view the shape of things to come, were, for instance, launched. Another interesting development was the prospect of cooperation with Volkswagen and, the most promising prospect of all from this country's point of view, cooperation agreements on joint production of the Bremen VFW 614 short-haul jet.

Rumania, which aims by means of this agreement to make itself independent of supplies of Soviet spare parts on domestic routes, could prove a suitable partner for VFW-Fokker in opening up markets in countries such as China.

In view of what are, in some instances, surprising economic agreements it is no feat of prophecy to forecast that this country will, in the years to come, considerably consolidate its position as Rumania's second-largest partner in foreign trade after the Soviet Union.

The "principle of mutual advantage" to which Ceausescu frequently refers will also have formed a leitmotif of the joint declaration and final communiqué.

For the Rumanian leader agreements of this kind form part of his persistent endeavour to establish safeguards for his limited foreign policy leeway within the Eastern Bloc by means of a safety net of bilateral treaties, what he terms a "new prototypa in international relations."



Rumanian President Nicolae Ceausescu (left) on the steps of Bonn's Town Hall with Mayor Peter Kraemer and Justice Minister Gerhard Jahn. (Photo: dpa)

This is particularly apparent in certain sections of the joint declaration signed by Chancellor Brandt, President Ceausescu and Foreign Ministers Walter Scheel and Gheorghe Macovescu.

These passages define and condemn the threat of force against another country and proclaim non-intervention in domestic affairs, full sovereignty, the freedom and equal rights of all countries "regardless of their size, state of development and political, economic and social systems, inclusive of every state's right to participate on the basis of complete equality in the discussion and solution of international issues of mutual interest."

Compared with declarations issued following other visits paid to the West by President Ceausescu, which have at times been patently dominated by Bucharest's views, Bonn has managed to gain

acceptance of its outlook on a number of points.

This is most clearly apparent in the passage dealing with the "inalienable right of self-determination of nations... to decide on their destiny and their political system in complete freedom."

Leaving aside agreements and declarations there remains the final impression left by this first visit to Bonn by a socialist head of state.

On the Rhine, the Elbe and the Weser Nicolae Ceausescu was unable to wave to organised flag-waving crowds such as he is accustomed to in his own country, but he encountered friendly interest wherever he came into contact with the general public.

And Bonn officials paid prestige-conscious Ceausescu ample tribute in terms of respectful attention.

Olaf Ihmke  
(Süddeutsche Zeitung, 30 June 1973)

## Surprise Mark revaluation

The decision to revalue the Mark for the fifth time came easier because the growing US trading deficit and the burgeoning export surplus in this country clearly demonstrated that despite dearer exports and cheaper imports the Federal Republic is managing to hold its own on world markets.

This being the case, it remains to be seen whether the current revaluation will do more than merely stem the tide, boosting stability by putting a damper on exports and keeping prices down at home as a result of cheaper imports.

This is more theory, though. Unfortunately inflation is proceeding everywhere at such a pace that foreign buyers may well be prepared to accept higher-priced goods from this country.

What is more, the price of imported goods has been increasing at twice the domestic rate, and importers may well be

tempted to pocket the difference unless forced to pass on the benefits by the home market.

Revaluation is nonetheless a step in the right direction. The Mark, which was recently 25 years old, ought to feel itself flattered, as it were.

The cash influx that led to revaluation does, when all is said and done, indicate that foreigners still consider the Mark a more stable currency than their own and have greater confidence in Bonn's stability package than people in this country do.

Revaluation certainly comes as good news for holidaymakers at the start of the summer season and people who travel a lot. The 5.5 per cent applies only to the bloc currencies of France, Belgium, Holland, Denmark, Sweden and Norway. The Mark continues to lead in relation to other currencies.

Abroad the Mark is a hard currency, harder than ever even. Let us hope that it soon starts to be more so for domestic consumers too.

Olaf Ihmke  
(Neue Hannoversche, 30 June 1973)

HOME AFFAIRS Page 3  
Georg Leber - a man in a thankless job.

MONEY MATTERS Page 5  
At 25 years of age the Mark is worth only 58 Pfennigs.

THE ENVIRONMENT Page 8  
Bremen's natural gas bus gets a seal of approval.

THE PAST Page 11  
International exhibitions - a 19th century mania.

EDUCATION Page 13  
The government's programme for education.

SPORT Page 15  
Championships for women footballers next year.

payments deficit and general indebtedness.  
Bonn was prepared in principle to lend generous support, but limited in its ability to do so both by Common Market trade policies and by its own requirements in respect of domestic stability.

This being the case, Rumania's hopes of 400 million Marks in low-interest export credits, as voiced prior to the visit, must be banished to the realms of wishful thinking.

Now the go-it-alone Rumanian leader, who is currently engaged in intensifying his ties with Western Europe as a means of establishing sounder economic safeguards for his policy of maintaining a degree of independence of the Kremlin,



(Stuttgarter Nachrichten, 15 June 1971)



■ PROFILE

# Bundestag veterans after 7 months in Bonn

The Bundestag recently ended its first session before going into summer recess. It was the first period in the House for 149 newly elected members who joined the Bundestag after the elections of 19 November last. In this article we follow the fortunes of two of them in their first seven months as MPs — Rudi Schöfberger (SPD) and Theodor Waigel (CSU).

Rudi Schöfberger, 39, (SPD) Member of the Bundestag, gets up with the lark and goes to bed when night owls are about. Rare are the occasions when he reaches his apartment in the seventh storey of Bonn's skyscraper for MPs, Langer Eugen before midnight.

His room, No 728, is not large — in fact he claims he would have more room to swing a cat if he were a convict. It is here that he works. And here, too, he sleeps, in a bed that he has built into a wall cupboard. Proudly he opens the door and reveals the white Mother Hubbard.

When he wants his morning shower he has to go down to the cellar. The MPs' bath is below ground level. Then for breakfast it is back up to the 24th storey. Sitting up there you feel as if you are in the cockpit of a plane. Normally Herr Schöfberger does not tear himself away from the beautiful panoramic view of the Rhine before 8.00 am.

By 8.10 he is sitting at his desk. He reaches for the telephone and asks for his wife Friederike and his son at home in Munich. Then he takes out his tin of snuff from the right-hand pocket of his waistcoat. He places a pinch on the back of his hand and inhales. Then he wipes his nose with his handkerchief and suddenly exclaims "Let's go!"

He goes to his work. Schöfberger was once an opponent within the party of Munich's one-time Bürgermeister Jochen Vogel. Last November he was directly elected to the Bundestag in the München-Süd constituency. When sitting about work he tends quite literally to roll up his sleeves.

One thing newcomers to the Bundestag fear in particular is that they will be gobbled up by the pace of the parliamentary machine. But not Schöfberger. His commentary on Bonn after the first few months: "My only problem so far has been callouses on my seat. You just sit and sit. And they just talk and talk."

Although he misses the Föhn, Bavarian beer, white sausage and so on Rudi Schöfberger refuses to be discouraged by life in Bonn. Not even after sixteen hours of work, which is quite normal in the capital. Six years of work in the provincial assembly in Munich have obviously toughened up Herr Schöfberger. He says: "I'm not wildly impressed," he says and in this way tosses off his first months as an MP as if they were nothing. Waigel dislikes the routine, and he makes no bones about it. This routine quickly gets a hold of MPs. "You run from one meeting to the next. Sometimes I think we MPs are blind chickens. The lack of effect is alarming."

Schöfberger looks decidedly casual when he is in the Chamber. The places for MPs are like schoolbenches and he has difficulty finding room for his long legs. He does not worry if a yawn takes him and often looks quite sleepy. When in a bad mood he sticks out his lower lip. In a good mood he may reach for the snuff-box, though this tends to make the MPs on either side of him look askance.

If he comes off all the CSUs Waigel comes late. He props himself up on his arms, folds his hands, looks energetic and attentive, leans forward as if his hearing

were bad, occasionally notes something down and gives the appearances of being an ideal schoolboy.

Now and again he throws back his head and looks to the Heavens as if inspiration were coming from up above. He looks at the lamps full of mistrust and scrutinises the microphones. If the parliamentary party applauds he claps diligently along with them and goes on for a few seconds longer than the rest.

Apart from a case-full of Bavarian specialties Schöfberger brought with him to Bonn three friends, colleagues who had been by his side in the Munich days, fellow-countrymen and now fellow MPs. At the beginning the four of them had rooms in the Hotel Mustewitz, right behind the station at 36 Marks a night. They heard the trains coming and going until they became so used to the noise they heard them no more.

Then they went together to look for a flat. They had fixed plans — they wanted to form a living commune. Each would have his own bedroom, while the living-room would be shared. When they finally found a maisonette that provided the right accommodation they kept in and rented it. But the peace of the commune lasted just one night. When the landlord found out whom his wife had let the rooms to he sent her up to tell them: "Sorry, but my husband does not want MPs staying here." Schöfberger put a different interpretation on the eviction: "We belonged to the wrong party!"

Since then the four have given up looking for a flat. They are prepared to put up with the cramped living conditions in Langer Eugen. Schöfberger consoles himself: "In this way I save at least 1,500 Marks in rent. Anyway I don't wake falling out of bed."

He reckons to have got over all the initial difficulties. He said: "You waste a lot of time here before you have learnt how the Bonn machinery operates."

When comparing Bonn and Munich he comes down heavily on the side of his home-town. He said: "Work at the provincial assembly is more direct and



Theodor Waigel



Rudi Schöfberger

(Photos: Wolfgang R. P.)

consistent." His opinion of Bonn coincides with that of many other people: "Maximum expenditure for the minimum effect."

He feels that the weaknesses and malaises of parliamentary democracy show up more vividly in Bonn than in the provinces. "There is more oneupmanship here. The pecking order is much more marked."

Theodor Waigel also senses the pecking order at an early stage. "I couldn't see how a younger MP could hope to gain precedence over a senior." Waigel is a tactician. He has found himself a flat for just 190 Marks only 500 metres from the Bundestag and furnished in old German style, which is what he prefers. He feels that he has already overcome all the barriers that are thrust in the way of a newcomer to Bonn. He is often socially engaged with the Chairman of the Bavarian state group Richard Stücklen to the wee small hours. And Herr Waigel has already been a delegate on several commissions.

Even the almighty Big Daddy of the CSU Franz Josef Strauss has cast a kindly eye on this promising youngster. Waigel analyses the sympathies of the CSU Chief cautiously: "I sense that his reaction is favourable."

But when a seminar was held to discuss basics (the venue being at the boarding-house belonging to Herr Waigel's mother-in-law) it was he who informed Herr Strauss that the party must strike up a new relationship with the trades unions. His efforts were not in vain. He advanced to the position of head of the Commission on Basics. Nevertheless Waigel is not wholly content. One day he was heard to exclaim in something of a temper: "The seniors think of nothing but fishing for honours." In private life too there is much that marks off the two freshmen from each other.

Schöfberger is married to a lawyer who has just passed her second State examination and who cannot devote all

the time she would like to their flat. Friederike Schöfberger plans take over her husband's solo-practice. She said: "I need a career, otherwise I feel lonely."

The Schöfberger's Munich apartment on the eighth storey of a black edifice. They often use expressions such as "pressure of conformity" and "the m of ambition", not forgetting "motivation" and "awareness". Over breakfast egg they are often discussing legal matters.

Schöfberger comes from a work-class family. In his early days he was a driver and a waiter, studying politics and taking his *Abitur* late. From 1957 to 1962 he studied law. He says: "I never gave up anything." And Schöfberger family today still doesn't believe in giving. High days and holidays pass by almost without being noticed. "It's only when the bells ring we're it's Easter."

Waigel's daily routine at home is extravagant. Wife Karin and son Christy conspire to get him out of bed. Karin, part-time teacher with 24 lessons a week, taking their son to kindergarten. He reports for duty. When at home Waigel's main business is at the provincial headquarters.

The Schöfberger family rejects all that of "consumer terror", but Herr Waigel prepared to spend many on any of the standard middle-class requirements of our ragat. A pearl necklace and a mink for his wife is quite in order.

Waigel's main political ambition is to see reforms through the Bundestag on to the statute books. Old-timers in Bonn say that is the ambition of a newcomer. Though a CSU member, Waigel particularly respects the SPD leader Herbert Wehner, as do almost all Bonn's youngsters. Waigel admires Wehner, but he is not in agreement with Willy Brandt's criticism of the Chancellor's book of intolerance. "I find the Chancellor's manner intolerable."

Wehner is also admired by Schöfberger. But his judgment is more moderate. He has expressed opinion on almost all issues and all men — he is cooler and more distant. "Wehner tackles matters which consider of importance," he said, "showing no particular respect for the man in all his boss."

Schöfberger believes he knows the way for success in Bonn. "It's no good coming the Great-I-Am here. If you do you wipe the floor with you. If you want to get on in Bonn you've got to be substance and take up a work position that you can defend."

(Köln: Stadt-Anzeiger; 12. Juli 1973)

## MONEY MATTERS

# At 25 years of age the Mark is worth only 58 Pfennigs

## SONNTAGS BLATT

The Mark is 25 years old. On Saturday 19 June 1948 people in the three Western zones heard over the radio that they were to receive new money the next day. On the Sunday they stood in queues outside banks to receive their allocation of forty Marks a head. Suddenly the previous currency, the cigarette, was stripped of its value.

Currency reform was the first step in overcoming the paralysis that had stricken all branches of the economy after the War. The glut of money used to finance the War machine and armaments industry had to be removed, and the process was painful. It was essential that once again the amount of money in circulation should bear a reasonable relationship to the goods for sale.

Fortunately the currency reform was accompanied by other factors of far-reaching economic significance. The files of the Morgenthau Plan which was to turn Germany back into an agricultural State were shut. And the Marshall Plan was introduced.

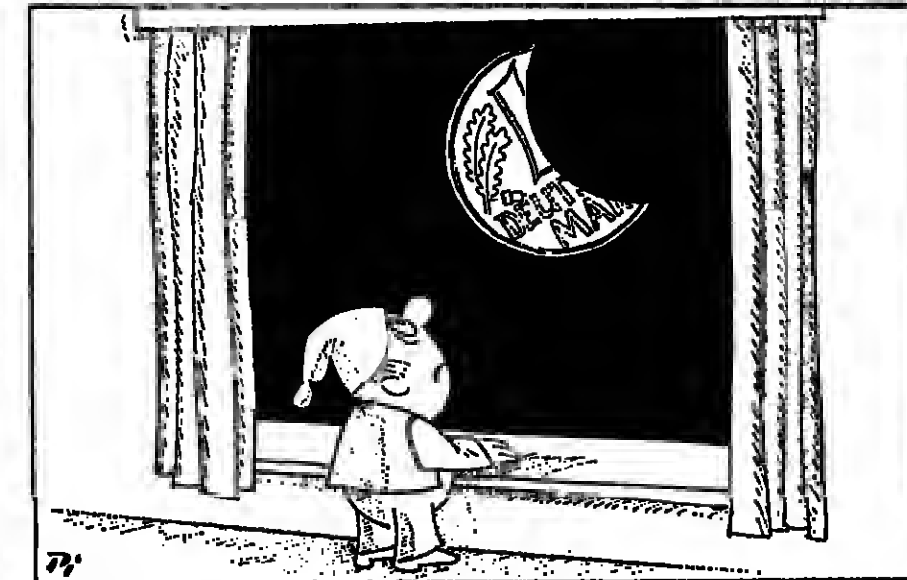
With unparalleled courage Ludwig Erhard cut his way through the jungle of food vouchers and ration books and cleared a path for private enterprise and free competition. Good money combined with the liberation of the economy from the tias of State control gave rise to a system which is superior to all forms of Socialism in its period of construction. The past 25 years have proved this.

At that time people gritted their teeth and set to work. The new Mark promised wage and salary-earners and the free professions a better life and for the owners of the means of production it meant wealth.

Businessmen set out wholeheartedly towards rebuilding their companies. Twelve million people who had been driven from their homes or taken refuge from Communism had work, bread and a decent place to live.

The world watched this fascinating rebirth of a nation with wonderment. And often with envy. The illusion was widespread that we were immune against the poison of creeping inflation. Today we know that this self-satisfaction was misplaced.

Erhard's government collapsed when its financial calculations crumbled. When the dust had settled it was clear that all, the



(Cartoon: Fleiter/Köln: Stadt-Anzeiger)

## History of a currency — the Deutsche Mark

20 June 1848: Introduction of the Old Prussian Mark to replace the Reichsmark as the new legal tender in the three Western zones of occupation. Subsistence money of sixty Marks per person was issued, forty Marks immediately and a further 20 in August 1948.

27 June 1848: Conversion laws. The rates of valuation in converting Reichsmark to Deutsche Mark were in the final reckoning 100:6.5 in old cash sums, and 10:1 for other Reichsmark holdings. The conversion of regular recurring payments such as wages, pensions, rents and the like was at 1:1.

1 May 1848: Dollar parity fixed at 3.333 Marks per dollar by the Allied military governments.

27 August 1848: OM balance legislation for the conversion of closing accounts to OM.

28 September 1848: Devaluation of DM by 20.6 per cent — new exchange rate OM 4.20 to the US dollar.

14 August 1852: Federal Republic becomes a member of the International Monetary Fund and the World Bank.

27 March 1953: Treaty on the payment of interest on and repayment of German Reichsmark debts overseas, totalling 13,700 million — the so-called London Debt Agreement.

18 May 1853: Resumption of multilateral dealings in foreign exchange.

15 October 1958: Removal of all foreign exchange restrictions on travellers.

1 August 1957: Bundesbank Law comes into force.

29 December 1958: Introduction of full convertibility of the Mark.

8 March 1961: First revaluation of the Mark by 4.78 per cent to DM 4.00 to the US dollar.

1 April 1967: Interest rate controls lifted — free formation of plus or minus interest levels.

29 November 1968: Law on measures to protect the economy from outside influences. A four-per-cent "export taxation" imposed as so-called substitute for revaluation (lifted on 30 October 1968).

29 September 1968: First temporary floatation of the Mark — until 28 October 1968.

27 October 1969: Second revaluation of the Mark — by 8.5 per cent. New exchange rate: 3.66 Marks to the dollar.

10 May 1971: Renewed floating till December 1971.

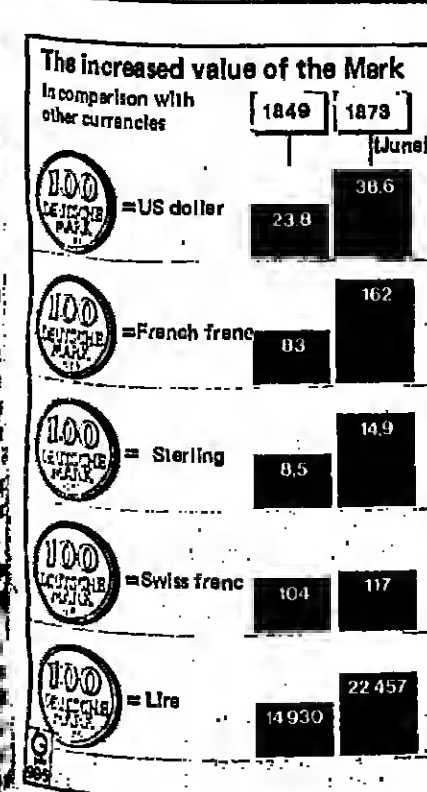
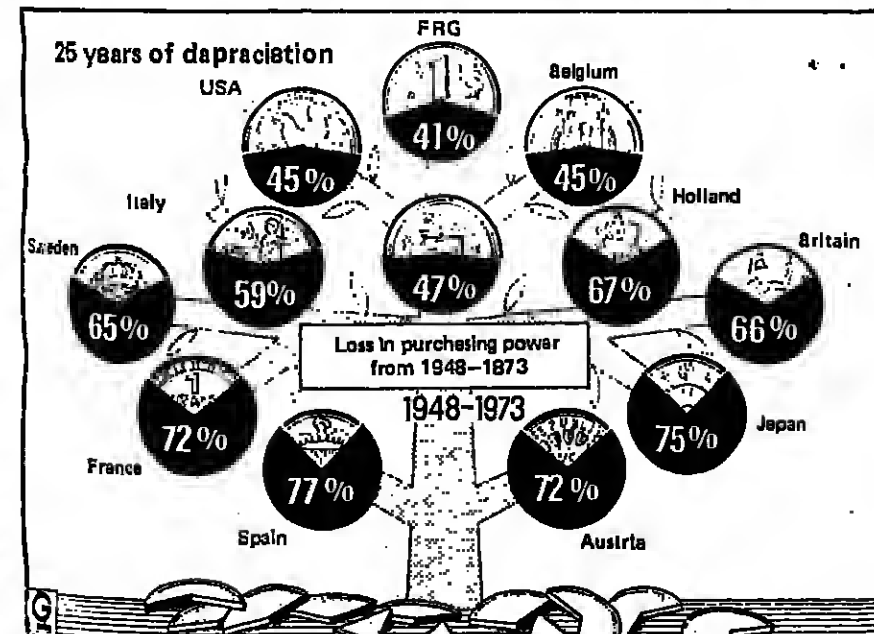
21 December 1971: Third revaluation of the Mark by 4.8 per cent. Rate: 1 US dollar = DM 3.2226. This resulted from the provisions of the Washington currency agreement, the so-called Smithsonian Agreement of 17/18 December.

21 March 1972: The EEC Council of Ministers agrees on a graduated plan for the formation of a European Economic and Monetary Union.

24 April 1972: Bandwidths for the shift of exchange rates of EEC currencies limited. The shift between the highest and lowest-valued EEC currency shall be 2.25 per cent above and below the line, but no more.

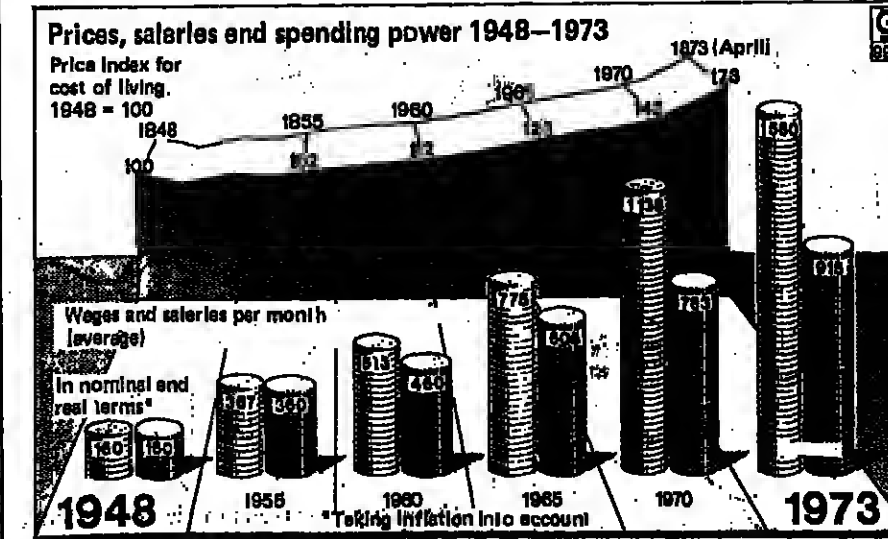
18 March 1973: Fourth revaluation of the Mark — by three per cent. For the first time the Mark is pegged to special drawing rights of the IMF. DM 1.00 = 0.2944 SDR. This means that one Mark corresponds to 0.2944 gram of gold. The calculated exchange rate against the dollar is 2.318 Marks. Introduction of the so-called block-floating of six EEC currencies, including the Mark against the dollar.

(Die Welt; 20 June 1973)



At 25 the Mark is the youngest Western currency and of all the Free World's monies is showing the least signs of age. Though inflation has nibbled at it the Mark is still the hardest Western currency at home and internationally. Its convertibility is strong and its purchasing power has declined only slightly.

Continued on page 7.





## INDUSTRY

# Chemicals industry must look overseas

Bernhard Timm became, according to his Holstein temperament made the Director General of BASF rise in revolt against the rumour going the rounds of the chemicals industry that Federal Republic chemicals concerns were fed up with rising costs in this country and intended to seek their salvation overseas.

Herr Timm said: "With something as complicated as the chemicals industry you cannot simply pack your bags and move off to new pastures overnight. The world isn't that primitive."

The BASF boss was criticising his competitor, Kurt Hoescht, and what is more making no bones about it. Hoescht, the head of Bayer, faced with large wage demands from the unions had never said away from answering their claims with big threats.

Suspicion about the intentions of the Federal Republic chemicals industry had been fuelled by Hoechst boss Rolf Sammet last autumn when he cautiously announced that his company would in

## DIENSTZEIT

future be pursuing "a somewhat different investment policy". The concern's investments in the Federal Republic will for the most part be for the purposes of replacement rather than expansion. The growth potential of the company will be sought in foreign lands.

Top managers are condemned to participate in the international rivalry over expansion. The heads of the four largest industries in this country have long since kissed goodbye to the days when they were free agents. By the mid-sixties the three companies attached to IG-Farben had spread their activities beyond the borders of West Germany and over a broad front. The home market had become much too small.

The urge to invest abroad for expansion made the chemicals industry one of the leading Federal Republic investors abroad. Between 1952 and 1971 the companies pumped six milliard Marks into investments in their strongholds overseas. Thereby chemicals almost matched machinery manufacturing, the motor trade and the electrical equipment industry for overseas investments. In 1971 alone the "big three" invested more abroad than the second largest Federal Republic industrial concern Siemens.

Factories overseas were originally built in order to try to win back some of the markets lost in the Second World War. In 1972 of every Mark turnover at BASF 49 Pfennigs came from overseas dealings, of Hoechst's Mark 58 Pfennigs were the product of overseas trading and at Bayer as many as 67 Pfennigs in the Mark came from overseas turnover.

But the reasons why the top managers of the chemicals industry find themselves forced to make further investments overseas today are different. Exports, the second pillar supporting their overseas section, proved to be extremely vulnerable during the last monetary crises. Revaluations of the Mark, devaluations of the dollar and protectionist measures by other countries have piled an immense and growing burden on Federal Republic chemicals companies.

The disadvantages accruing from currency parity alterations did not affect the bosses of the chemicals industry anywhere near so greatly on their major market, the United States, as was the case with Volkswagen or machinery manufacturers with a big market in the States.

For the three giants of this growing branch of the economy manufacture by far the greater part of the goods sold in America actually in the United States.

The total turnover of this growing industry in 1972 was about 38 milliard Marks. Bayer produces about 85 per cent, no less, of the goods sold in America (about 1,400 million Marks-worth in 1972) on the other side of the Atlantic. BASF with turnover in the same region actually produces ninety per cent or so of its American sales in factories in America. The ten-per-cent import surcharge imposed by President Nixon cost the Ludwigshafen-based concern only ten million Marks in 1972.

There were good reasons for the West German chemicals companies to set up shop right on the doorstep of their keenest competitors. If they had not had their own factories on the scene it would not have been possible to build up a strong position in a short time.

Wilhelm Meyerheim, a member of the board of Bayer with special responsibility for sales, said: "If you produce goods in a country where you want to sell them you have a completely different standing from if you produce them at home and export. For instance Du Pont would never have been able to serve the West German textiles market so well with its synthetic fibres if it were not for its factory in Unna."

Thanks to their full-scale presence on the scene Bayer, BASF and Farbwerte Hoechst were able to react immediately to each gambit made by their American competitors with regard to company policy. Their factories on the spot in many cases created the situation required for long-term orders.

Erich Henkel, a member of the board of BASF, said: "Major customers are understandably not prepared to rely on supplies from overseas if there is the slightest chance that a complete order could be held up by industrial action beyond the company's control such as a strike of dock workers or customs officials."

In addition to this the US market serves as an excellent testbed for new technical processes, such as the introduction of computer tapes and magnetic storage equipment to the market by BASF. Herr Henkel said: "This battle for the most highly developed market is an excellent preparation for the time when new developments and improved quality-items are introduced to the European market."

Technical production factors also favour the construction of factories right at the heart of the most powerful foreign markets. On the home scene the effects of rationalisation by means of expansion and expansion have become minimal. Herbert Grünwald, the head of the finance department at Bayer, said: "For many of the items we produce we have reached the optimum size of production."

units and it would be pointless to build a second plant alongside the first one."

The main factories of the three West German chemicals concerns, however, have to struggle to avoid polluting the water cannot be expanded any more, a stage that has become ecologically conscious.

At the BASF factory in Ludwigshafen alone 54,000 people are employed. Bayer's staff in Leverkusen is more than 36,000 and in Frankfurt-Hoechst 33,000 people clock in every day. Dietrich Loye, the director at Hoechst responsible for overseas factories, said: "We have reached a level of employment here that we cannot expand any more with it."

BASF managers, however, have discovered that it is not only in this country that environmental protectionists put up against the construction of new factories. They tried to set up shop in San Carolina a few years ago. The latest was to build a new plastics factory. A massive wave of protests followed nearby that they had to give up the plans. Bernhard Timm regarded the defeat calmly, saying: "We returned home and got our money back. It wiped the slate clean, so to speak."

In the United States—at least in parts of the Continent—our chemical investors have enjoyed a privilege: some time that American concerns in the Federal Republic have also been able to enjoy. They pay lower wages than factories at home. As a result of the developed social welfare contributions the effective wage bills—as an example at the Spartanburg, S.C. Carolina, factory of Hoechst—are 10 per cent lower.

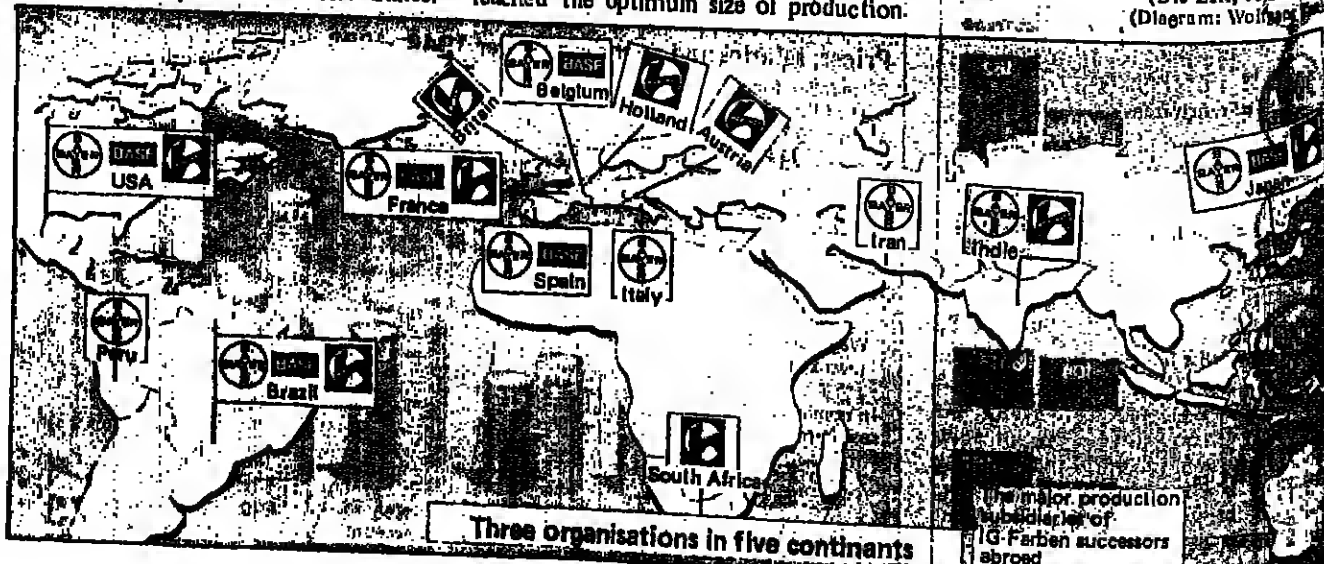
## Advantages sought

But the top men in the industry look for more reliable advantages in investing abroad, such as proximity to the market and the strength of the market. For this reason BASF plans to build production centres in The United States and also in Japan and Antwerp. It intends to expand its factories in America, Brazil and Japan, and Bayer looks to Brazil and Antwerp as well as the United States as a good location for expansion.

The big three also hope to allow their foreign strongholds to operate freely on the market as far as possible. Herr Grünwald of Bayer said: "In the long term we are aiming at recruiting managers for our overseas plants locally."

At the moment over 1,000 German work for Bayer's overseas concerns. It is not, to say that managers are up-and-up will not find postings overseas in the future as well. Herr Meyerheim said: "Top managers in this country have overseas experience."

Hans Otto Röhde (Die Zeit, 18 June 1973) (Diagram: Wolfgang)



## ENERGY

# Energy shortage means an end to years of cheap oil

Bonn is at present alive with talk of the possibility of setting up a national oil company. The first step would be a tie-up of public oil-shares. The idea is to prevent shortages occurring in the supply of energy. In the following article there is a brief summary of the world oil situation.

Statisticians at the Federal Board of Trade in Washington have worked out a situation report on the energy supply situation in the United States for the next three months. With the brutality that is typical of the American way of life the consumer from New York to San Francisco has been confronted with the results of this survey quite mercilessly.

It is a hair-raising report for motorists, owners of oil central heating and major consumers of petroleum products in big cities. Everywhere the figures concerning the supply of energy are being preceded by a minus sign.

There is already this year a shortage of 77 million tons in the supply of crude oil products in the United States. Next year the shortfall will be up to 125 million tons. And the year after that 185 million tons. This deficit alone is greater than the total crude oil requirements of the Federal Republic next year.

For this reason US demand is tending to shift more and more away from home produced oil, which is running low, to the excess supplies of the Middle East which are already the most important source of supply to Europe and Japan.

This gives rise to a change in the relationship between the oil producing countries and the international petroleum distribution concerns, which in turn will have an effect on the supply situation in those areas that are heavy in their use of oil.

The constant supply of energy over a long term in the Federal Republic and the rest of Western Europe is dependent on six factors, of which the first three are of crucial importance, since they determine the physical and technical availability of oil:

1. Geologically, the supply of fossil material as a source of energy.
2. Economic feasibility—that is to say converting the sheer geological availability into economically feasible reserves by means of capital investments.
3. Technological progress in the sphere of fossil and other energy raw materials.
4. Expansion of transportation facilities to meet needs.
5. No political interference in world trade in the sphere of energy supply.
6. Expansion of processing plants to convert raw materials into energy according to needs in the main areas of consumption.

This summary shows in the one hand the complexity of the interwoven factors affecting a sufficient supply of energy, but it does not stress the other important factor that not only are sources of raw materials essential but factors in energy-consuming countries such as taking capital and investments are vital.

If the question of oil supply is kept to geological and technical terms there is no question of a budding crisis as yet. There is a reserve potential of fossil energy raw materials (coal, oil, gas) of 9,000 thousand million tons expressed in thousands. The energy requirements between 1971 and 2000 were calculated at about 450 thousand million tons. And when working out this reserve potential hydro-electricity and atomic power were not taken into consideration.

If we add the surmised world supply of uranium and thorium concentrates there is an additional reserve cushion of about

17,000 thousand million tons (coal-units).

Where oil alone is concerned the certain and probable supplies amount to 850 milliard tons (850,000,000,000) while the estimated world needs in the thirty years till the turn of the millennium are 160 milliard tons.

And these comparisons fail to take into account the new sources of energy which we are only beginning to exploit now and which will last well beyond the year 2000, when technological progress will probably have harnessed many of them more efficiently—energy sources such as nuclear fusion and solar energy.

The result of this geological and technological survey of energy potentials is that the energy available to Earth is limited, but that progress in the exploitation of new forms of energy clearly indicates that for the next few centuries there are no reasons for expecting a physical exhaustion of energy.

But this relatively optimistic prognosis of energy supplies in the coming decades does not release the energy market of today from its obligations to make highly capital-intensive and technology efforts. The acute shortages are aggravated by latent currency crises.

The process of inflation and shortage of fuel and power supplies are mixed together on this market into a composition that the oil companies are studying at great expense and which they would like to counteract with the most appropriate measures.

It is a well-known fact that oil concerns are faced with far stronger vested interests than other branches of the economy, particularly when it comes to pricing policies. There are many reasons for this:

- Structural changes on the fuel-and-power market.
- The broad range of uses for petroleum products.
- Increased awareness of the essential nature of fuel and power as a basis for an industrial economy.
- The linked production in the processing of oil which is necessitated by production techniques.

In 1960 the oil consumption of the Federal Republic was only 44 million tons (coal-units), which was 21 per cent of the primary energy consumption. By 1972 it was 196 million tons and 55 per cent. This structural change had far-reaching effects, particularly on the consumption of anthracite and gave rise to economic policy problems. So it was no surprise that the pricing policy of the oil industry aroused much public attention.

This tendency was bolstered by the fact that there are fewer households today in the Federal Republic that are not directly affected by the price of petroleum products, either as fuel for cars or for heating.

## Mark is 25 years old

Continued from page 6

the moment this country is under no compulsion to buy up any amount of the American currency with Marks. Thus the Bundesbank is free to decide for itself how much money should be circulating in this country. There are better prospects now of home-made inflation being brought under control.

After two devaluations, the expansive era of this guiding currency, the dollar, is

Apart from this rational public interest in oil prices there are also irrational motivations. One has only to consider the public reaction when oil companies attempt to put a Pfennig or two on the price per litre of petrol. The least reaction is a question in the House to the Economic Affairs Minister during Question Time, although the rate of general price rises at the same time is a good six or seven per cent per annum. It is petrol that gets people heated!

From 1962 to 1972 the price of petroleum products hardly changed. This applied to petrol and diesel, although the tax on these was increased on many occasions. Keen competitiveness was the reason for this incredible price stability, but it meant that the required profit margins could not be achieved.

The same factors influenced the stability of the price of heating oil, which only went up by about one fifth of the total rate of increase of the cost of living.

There was a darker side to this development. The stabilising effect of the price of oil on the economy was partly paid for by losses within the oil companies.

In 1972 alone it is estimated that these losses were 1,500 million Marks. Such a development cannot help but mean a decline in investments in this branch of the economy. The negative effects of this on the economy as a whole far outweigh the apparent gains for the economy of low oil prices which keep costs down but prevent oil companies making essential investments.

The developments on the debit side of the account cannot help but have an influence on pricing in the oil sector in future. Crude oil prices in particular are

## DEUTSCHE ZEITUNG

rising. These result from the Teheran and Tripoli agreements as well as the participation agreement reached in New York.

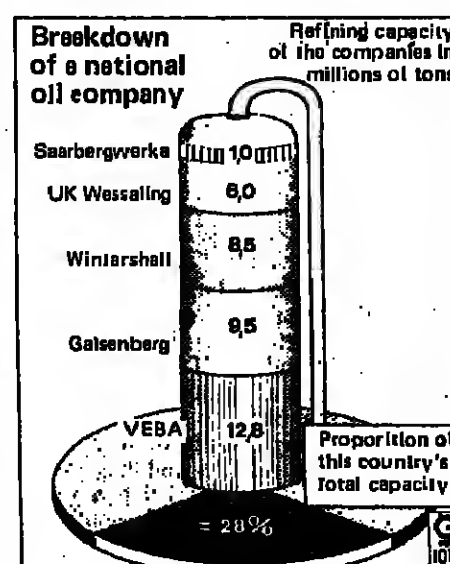
Without taking into account the consumer tax about three-quarters of the processing and distribution costs of oil result from the price of crude oil. So it is quite on the cards that the stable period of 1962 to 1972 will be followed by a sharp increase in the price of petrol and other petroleum products.

The consumer, on whom the burden will fall, is justified in asking how the thousands of millions of dollars which go into the cash registers in oil-producing countries are invested. Smaller OPEC countries such as Kuwait and Abu Dhabi distort the picture since in these countries the per-capita income is substantially higher than in many industrial nations.

But it is already certain that the world currency system, pressured by the dollar crisis, will have to bear a heavier burden from the Middle East in years to come.

It is to be hoped that the Finance Ministers East of Suez are aware of their responsibility so that the oil gap on the financial side does not spill over into another flood of dollars.

Hans-Joachim Burchard (Deutsche Zeitung, 22 June 1973)



## Bonn plans a national petroleum company

The government is engaged on talks aimed at creating a national oil company with a comprehensive network of filling stations. This will involve collecting together the shares in oil-refining companies and garages which up till now have been directly or indirectly in the hands of the government or other public bodies.

The Ministries of Economic Affairs and Finance confirmed recently that such a process is at present under way. It was stressed uniting petroleum companies was desirable in pursuance of government's aim with regard to energy policy.

The only important West German oil company is Aral, a joint-stock company with headquarters in Bochum. Its 9,000 petrol stations form the largest network in the Federal Republic. All the other garages, with the exception of five houses belonging to British, American, Dutch and French companies.

At the routine press conference government spokesman Dr Grünwald remarked that the government was certainly not planning nationalisation of oil companies to the exclusion of private enterprise, but was aiming at creating a "partner in negotiations with oil-producing countries."

Grünwald hinted that the government has had hints from the Middle East that this country could rely on long-term, reliable supplies of oil at reasonable prices as long as there is a "German" petroleum company to negotiate as a partner with the Middle East.

The interweaving of the capital interests of the firms that are at present under consideration, takes the following form:

Aral AG, Bochum, with a refinery capacity of approximately ten million tons and a 7.5 per cent share of the market has capital of 300 million Marks at its disposal. Major shareholders include Gelsenberg, Essen, whose gbg shares were recently not quoted on the stock market because of the danger of speculation; Veba-Chemie and the American Mobil Oil Company, which each have 28 per cent of Aral shares, as well as Wintershall, Kassel, which belongs to the Federal Republic chemical company BASF.

Gelsenberg (gbg) — with capital of 485 million Marks — is 48-per-cent owned by RWE.

RWE, Essen, has capital of 1,500 million Marks belonging to many small shareholders, but according to special voting rights in the hands of estates and boroughs it can be considered semi-nationalised. RWE owns Unifrafinerie in Rheinische Braunkohle-AG with a capacity of six million tons in Wessling near Cologne. In which Aral has shares, is a hundred-per-cent subsidiary of Veba.

Roland Müller (Stuttgarter Nachrichten, 19 June 1973)



## ■ THE ENVIRONMENT

## Bremen's natural gas bus gets a seal of approval

Bremen's blue bus is virtually indistinguishable from any other single-decker omnibus. It weighs a standard eight and a half tons and boasts a conventional seating capacity of 44, yet it remains a rare bird.

It is undergoing trials in Bremen over a period of three months and has so far gained the reputation of being a white sheep among the 270 diesel omnibuses run by the city's public transport department.

The only indication of what makes it so special is a small notice on one side window proclaiming "The Clean Air Coach."

Bremen's blue bus is powered by natural gas.

The natural-gas bus, which first saw service shuttling Olympic athletes to and from Munich, is unquestionably one of the most satisfactory commercial vehicles in use from the environmental viewpoint.

Its engine is a conventional combustion engine with plugs, a distributor head and a choke. It is powered by liquid natural gas, which as a liquid conveniently takes up only a six hundredth of the volume of gas in its normal state.

The handicap is that liquid gas has to be maintained at a temperature of minus 161 degrees centigrade, but this task is performed by a 250-litre refrigerated tank carefully located under the chassis.

The cryogenic tank is the result of

American space research.

Natural gas, a hydrocarbon consisting of 95 per cent methane, assures optimum combustion by mixing readily with the air. This natural gas fuel mixture burns so cleanly that harmful exhaust fumes are only half the amount emitted by a diesel engine — and in comparison with conventional combustion engines diesel itself emits an extremely low level of carbon monoxide fumes and unburnt hydrocarbons.

With a hydrocarbon and nitrogen oxide count of 3.8 grammes and a carbon monoxide count of two grammes the natural gas engine is already well below the mandatory clean air levels that from 1976 will apply to German motor vehicle exporters too in California.

The California clean air specifications are a maximum of five and 25 grammes respectively per US horse power per hour. Blue-grey smoke does not belch forth from the exhaust of the Bremen bus. All

that can be seen, and that in cold weather only, is a minute trail of white steam.

The natural-gas bus does not create a smell and does not generate soot. Tram inspector Jürgen Leicht says it is a pleasure to watch it run so smoothly.

Inside you do not notice much difference in the noise level, but by the roadside the difference is unmistakable. The engine noise is only half as loud as that of conventional diesel engines, and at a speed of fifty km/h (thirty mph) the bus's tyres make more noise than the engine.

Clean air and less noise cost money, though. The conventional seven-litre diesel engine develops 160 horse power. A natural-gas engine of the same capacity only manages 130 horse power, which obviously makes a difference in acceleration.

What is more, natural gas is anything but inexpensive as a fuel. Public transport authorities pay no tax on diesel oil, which costs them eight pfennigs a litre or so, which corresponds to 12.5 cents per US gallon or 6p per Imperial gallon.

A litre of liquid methane currently costs eighty pfennigs a litre, which increases the cost per kilometre, inclusive of rental and taxation, to 1.50 Marks.

The natural-gas bus has a heavy fuel consumption too: a litre per kilometre, as against a third of a litre per kilometre for the diesel engine (two and a half and between seven and eight miles per gallon respectively).

"If we had to foot all the bill the natural-gas bus would eat us out of house and home," transport department director Mohnhaupt laments.

But appearances are deceptive. Expenses are so high because the bus is an

experimental vehicle. Liquid gas is used because it is still taxed at a rate of 10 Marks per 100 litres and also because it is not to be had at the nearest filling station.

The only firm that liquefies gas for commercial purposes at present in the country is in Stuttgart, so Bremen had to option but to hire a filling station with the bus.

The filling station is located at the depot near Bremen airport. Griesheim, the manufacturer, can supply you one for a mere 50,000 Marks. The tank holds 6,000 litres, and if it is empty at the end of the month a special tank has to be rushed from the other end of the country to fill it up.

Cryogenic engineers reckon that the liquid natural gas was to be produced in large amounts and supplied free of charge. The price per litre would be substantially — to twenty pfennigs or only twelve pfennigs more than diesel.

The purchase of new buses and conversion of old ones would improve a minor problem from the financial point of view. MAN of Munich supplies natural-gas buses at 105,000 Marks, or 5,000 more than the cost of a conventional diesel-engined bus. And conversion of existing stock would also cost 50,000 Marks or so.

The natural-gas bus has certainly given a delighted reception in Bremen. Herr Mohnhaupt says, and this is doubtless true of local people who happen to have noticed that it is different from the others.

Two enthusiastic supporters of the natural-gas bus are a woman student, a ticket inspector, though their views hardly be said to be representative of a cross-section.

The student felt she would be prepared to pay a little more in tax on natural-gas buses, while the ticket inspector declared that the bus was smooth-running, ideally suited for inspection.

Ronald Giese  
(Die Zeit, 8 June 1973)

## TRANSPORT

## Public transport given priority in Bonn's policy blue-print

Traffic problems in city-centres cannot be solved by even more roads, parking-lots and multi-storey car parks, the transport policy document newly published by Minister Lautitz Lauritzen in Bonn notes.

The Transport Ministry's reform proposals for city traffic include pedestrian precincts, remote-control signalling to avoid bottlenecks and channel traffic to the nearest available parking facilities, and graduated meter charges.

The Lauritzen scheme, which is intended to constitute medium- to long-term planning, is headed "People have Right of Way" and subtitled "An ABC Guide to Transport Policy."

The main emphases of transport policy were outlined in last January's government policy statement, but details have only just been published in order to take the railways' plans into account. The railways did not publish their plans until the end of May.

The new policy document unmistakably gives public transport preference over private traffic, mainly, that is, the motor-car.

"Being space-saving and kind to the environment," the blueprint comments, "public transport is best suited to handle a large volume of traffic and at the same time ensure both an ordered urban development and effective environmental protection."

Public transport must accordingly be afforded every assistance and services must be swift, frequent, on time and

inexpensive in order to provide an alternative to the private car.

State administrations in particular must delve deeper into their pockets to offset the cost of non-profit-making public transport fare scales.

By the terms of the latest amendment to the Local Authority Transport Finance Act state governments are entitled to invest up to ten per cent of their share in the roadbuilding kitty in public local transport.

Promotion of public transport must not lead to neglect of transport outside built-up areas, the report continues. There are wide areas of the country where railway services are uneconomic.

In these areas rail services must be

replaced by buses and roadbuilding must be continued as a means of ensuring suitable transport facilities.

Lauritzen undertakes to lend Deutsche Bundesbahn, the German Federal Railways, assistance in extensions to and modernisation of permanent way. Bundesbahn debts to the tune of 13,000 million Marks are to be written off and additional funds made available for investment.

The railways, the policy blueprint notes, needs to redirect staff into more profitable sectors. Staff must be cut back perceptibly before the economic position of the railways is likely to improve.

The Federal government is called on to underwrite financially a number of new routes planned by the Bundesbahn.

Several million motorists in this country ought not to be allowed to drive because of poor eyesight, according to the Bavarian TÜV (the Technical Supervision Association, responsible for regular roadworthiness tests of vehicles).

This conclusion was reached after a statistical analysis of sight tests of driving-licence applicants over the past ten years. One applicant in ten (out of a total of 2.6 million in Bavaria alone) was unfit to drive without glasses to correct his vision.

Many applicants went in for the sight test quite cheerfully and were nonplussed on being handed a slip for the optician. Some 94 per cent of the total proved to

## Motorists and poor eyesight

have satisfactory vision but 6.3 per cent had only thirty to seventy per cent of the normal range of vision and 1,901 applicants had eyesight that was only a third as good as normal.

Finally, 1,640 applicants were sent home because their eyesight was so poor that no amount of assistance from their optician would render them fit to drive a motor vehicle.

"The proportion of older motorists who ought not to be allowed to drive

As regards trunk roads the report states that fuel tax, currently tied to roadbuilding programmes, must be put at the disposal of other modes of transport. This would necessarily involve a temporary limitation in the volume of roadbuilding.

"In future it will prove more essential than in the past to maintain the existing road network and improve it in such a way as to render accident black spots less dangerous," the report points out.

At a press conference Dr Lauritzen refused to comment on the prospects of a further increase in rail fares. His policy blueprint nonetheless states that public transport fares must be costed so as to meet all attendant expenditure. Freight rates must also be allowed to reach their own levels.

The Minister was not prepared to state how much his overall concept was likely to cost.

On road safety the report refers to a special road safety programme, details of which are to be published this autumn.

Helmut Murrmann

(Kölner Stadt-Anzeiger, 9 June 1973)

without glasses is far greater," TÜV medical specialist Dr Soening laments.

Tests conducted in Bavaria have revealed that one motorist in five over the age of forty who has driven a motor vehicle for twenty years or so has considerably defective vision.

A number of these motorists were handed back their driving-licences with the endorsement that they were not to drive at night or during the dusk.

The Bavarian TÜV would now like regulations to be introduced making 40-year-old motorists retake vision tests and fifty-year-olds do so once every five years.

Rolf Heikel

(Frankfurter Neue Presse, 7 June 1973)

## Compressed-air dam at Emden

Lower Saxony has invested half a million Marks in an item of equipment that everyone fervently hopes will never need to be used: the compressed-air barrage in Emden's tanker docks.

Nestled on the harbour bed at the 175-metre (575-ft) entrance to Emden's tanker docks is the most up-to-date, comprehensive and swiftest oil barrage ever to serve a German port and give neighbouring docks the reassuring feeling that in the event of an accident crude oil would not gush out and spread like the plague.

The way the barrage functions is surprisingly simple. It consists of two compressors and a system of seven hoses, three with holes in them, on the harbour bed.

Within 45 seconds of an alarm the compressors can channel air at three times atmospheric pressure through the hoses and out of the holes, creating a curtain of bubbles rising to the surface and generating a counter-current that effectively prevents unlimited amounts of petroleum from slicking their way all over the place.

The idea, then, is simple, but it could not have been implemented without the aid of computers. The curtain of bubbles alone would warrant neither the high installation costs nor the belief in the system's efficacy. The other four pipes are what hold forth the promise of an effective means of forestalling oil disasters in port.

These four pipes contain special doses of air calculated to take into account the wind direction, speed, current and tide and their respective effect on the curtain of bubbles.

An emergency was simulated in Emden to demonstrate how the system functions. It was assumed that 550 cubic metres of oil had gushed out into the dock because of a mishap in pumping. The resulting slick weighs 850 kilograms per cubic metre.

Within 45 seconds the compressed-air barrage starts working and keeps the slick in place even when it is thrown against the barrage at a speed of ten metres a second by force six winds.

The risk of a mishap that may result in disaster preys on the minds of harbour masters all over the world. The compressed-air barrage has an additional advantage from the viewpoint of both port officials and shipowners.

Were the oil slick to catch fire the tankers still in dock could beat a hasty retreat through the bubbles without taking the danger with them.

Claus-Werner Caro  
(Die Welt, 18 June 1973)

## Hovertrain link makes 'third airport' redundant

Following unsuccessful attempts by the North Rhine-Westphalian state government in Düsseldorf to gain acceptance of plans for a third major airport, it is now proposed to build a 220-mph magnetic hovertrain link between the existing airports at Cologne and Düsseldorf in order to weld the two into a more efficient unit.

This proposal was recently published at a Düsseldorf press conference by industrial sponsors of the scheme.

Passengers in Düsseldorf will, should the idea be implemented, no longer know whether they are to fly straight from Düsseldorf or directed to a deluxe high-speed hovertrain and shunted to Cologne.

Stuttgart planning engineer Richard Weidle feels that the travel time of fifteen minutes after the luggage check is short enough for the two airports to function as one unit.

The hovertrain carriages will zoom noiselessly over the roofs of the terminal buildings in Cologne and Düsseldorf, bringing passengers from departure bay to departure bay.

The magnetic rail over which the trains will glide will be mounted on stilts, as it were, like a suspension railway, and the stilts could easily span existing railway lines between the two cities and run along the service roads that border the autobahn.

The reason for this forecast of the shape of things to come is the expected

increase in the number of passengers. By 1980 Düsseldorf airport will have reached its ceiling of ten million passengers, and this is why the state government was so keen on the "third airport" project at Dresteinfurt, Westphalia.

Passenger figures in Cologne are increasing at a more leisurely pace, and the Cologne airport is further out of town, which has the advantage that bans on night flights will not prove necessary.

Running Düsseldorf and Cologne airports as a single unit would certainly solve a great many problems. By the time

of the century people in North Rhine-Westphalia will be flying twice a year on average, yet forty million passengers will still be a manageable proposition for the combined airports.

The number of take-offs and landings in the country as a whole would be reduced as a result of the merger, clearing the decks a little in air corridors that are full to overflowing.

The combined airport would also be a target for international flights, rivaling Frankfurt, which at present is this country's only major international airport.

With control-tower staff currently working strictly to rule and "falling sick"

first at one airport then another — the country, the hovertrain link will reduce go-slow trouble to a minimum. Between them the two airports can accommodate entire epidemics and control-tower staff, one rate passenger noted.

There is more to the project than the eye. In debate in the Düsseldorf assembly North Rhine-Westphalian Transport Minister Horst-Ludwig Riemer already mentioned the possibility of high-speed rail link between Cologne and Düsseldorf as a possible solution to the problem of a third airport.

Overall planner Weidle noted at a press conference that the Minister is also commissioned a study on the possibility of an organisational merger of the two airports. Weidle and Kraussfeld of Munich would now like the Ministry to commission from them a report on the prospects of a hovertrain.

The cost of the sixty-kilometre (38-mile) journey between the two airports would be five Marks, according to Kraussfeld director Stefan Kraussfeld. The Munich hovertrain could cost as little as 4,000 Marks a day, always provided, that is, that it is also used to shuttle air freight to and from the trade fairground in both cities. Very little extra track would need to be laid to rush fair visitors straight to the airport to fairground.

In Düsseldorf the hovertrain was estimated to cost 500 million Marks, a figure which Weidle considered a realistic estimate would certainly save the state government the 1,500 million Marks more it would cost to build a third airport.

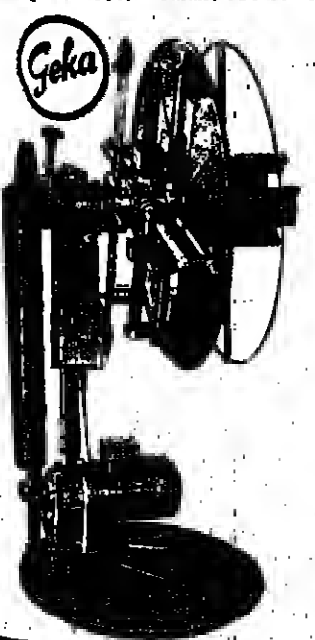
Peter Weidle  
(Die Welt, 20 June 1973)

We export suitings, shirtings, jersey and upholstery, printed piece goods.

Please contact:  
**GUSTAV BURMEISTER**  
Hamburg 1, Mönckebergstr. 11  
W.-Germany  
Textile Exporter since 1912

Automatic motor-driven  
reeling-up and unreeling  
Haps

vertical and horizontal  
type for up to 20 tons coil weight  
**Gebr. Kemmerich**  
Maschinenfabrik  
D-5952 Altendorf • P.O. Box 250  
Telephone 4011 • Telex: 0874720



**OPEL  
MERCEDES  
PEUGEOT  
and other  
European  
models**

ask the specialists  
all vehicles  
brand new or  
second hand

**GEORG H. LÜHRS**  
P.O. BOX 500952  
D-2 Hamburg 50  
Phone: (0411) 5231613  
Fed. Rep. of Germany

**VANS  
LORRIES  
BUSES**

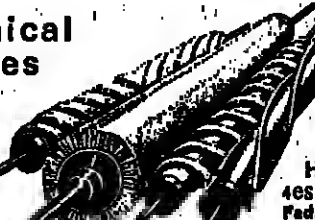
**Spare Parts and Accessories  
for Textile Machines**

Spinning  
Weaving  
Finishing  
Knitting

**OVEREX**  
Horet Schultz  
Rebelen 88  
D - 2000 Hamburg 1  
Tel. 324524 Telex 02-181141

**Technical  
brushes**

for all  
purposes  
made from  
a variety  
of  
materials



Specialists  
for brushes  
and  
roller-brushes  
for all  
industrial uses

**HOUGEN & CO.**  
465 Moenchengladbach  
Fed. Rep. of Germany

## High-speed braiding machines

for elastic and inelastic  
cords and bands.

All numbers of lace  
bobbins up to 130 mm  
length of stitch.

With and without drives  
Cable braiding machines.



**Wilhelm Köster**

Inh. K. Merschjohann  
56 Wuppertal 2, Warburgstr. 22  
West-Germany

**DECORATIONS**  
with Wooden, Mouldings and Plastic Ornaments — see our  
**COLLECTION ROYAL**

**RHEINISCHE ZIERLEISTENFABRIK**  
**SCHLÖTER & CO.**

D-4164 Tönningstr. 2 • P.O. Box 30 • Tel. 021 56/7229 • Telex 0853416



## THE BOOK WORLD

# Librarians' congress held in Hamburg

Over 1,500 librarians from the Federal Republic and a large number of foreign guests attended the first joint congress of public and academic libraries to be held in fourteen years. The congress took place in Hamburg.

This fact alone is significant. The unfortunate division of this country's libraries into academic (for researchers, students and teachers) and public (catering for general demand) should now be a thing of the past.

As public libraries now cater for more students and other persons requiring information as well as for casual subscribers requiring light reading, the division between the two types of library is no longer so clear. They are now all included in the Library Association.

"Combination of media" is a favourite term contained in the 1973 Library Plan submitted to Education and Science Minister Klaus von Dohnanyi at the now Hamburg Congress Centre.

The plan provides an outline of what libraries should incorporate in future, proposing a four-level system for the provision of general literature and information.

Special attention must, we believe, be paid to the basic level — the small-town library. Recent investigations suggest that they do not consider themselves "in business" until they are able to stock at least two volumes per potential subscriber. They should contain at least ten thousand volumes and audiovisual material. A full-time librarian is also required.

Painstaking public relations work conducted by the no longer so remote librarians over the past few years with the help of allied journalists has resulted in the library system receiving a whole chapter to itself in the overall plan for education. Minister von Dohnanyi pointed out.

Senator Moritz Thape of Bremen, head of the Standing Conference of Education Ministers, described the needs outlined in the 1973 library plan as less problematical and more modest than those contained in other plans connected with the education system.

His statement removed all doubts about whether politicians would finally take libraries seriously or not. Rarely have such frank words on this subject been heard in the Federal Republic, a country in which there are no library laws and where the public library as an institution has not yet developed into a communications centre for all media as in Scandinavia and the Anglo-Saxon countries.

It is not surprising that uncertainty and

## Book better than TV

Forty thousand people watched a television course in grid planning techniques screened by Westdeutscher Rundfunk, Bayerischer Rundfunk and Südwestfunk in 1971, bought the accompanying book and attended the seminar held in conjunction with the series. Some seven thousand of them completed the four-month course successfully and received a certificate.

But television can claim only a small share of the credit for this success. An accompanying survey conducted by the Cologne Educational Institute reveals that the businessmen, technicians and engineers who took the course are more satisfied with the book and seminar course and believe they were more effective than the television series. (Handelsblatt, 31 May 1973)

even confusion results in view of the steady penetration of gramophone records, tapes and visual media into our libraries considering the underdeveloped nature of this service in the Federal Republic.

Considerable and unimagined difficulties result when these items have to be catalogued. Library staff have to get used to working with these media and there is also concern about the greater risk of theft.

The educational use of this new material has not yet been generally recognised. Librarians must take the initiative here and organise lectures.

Apart from this, there are still some city libraries that do not stock language courses in cassette form and possess neither a television nor a good old radio. And where is the library that is able to supply subscribers with a recording of a radio language lesson if they happen to miss the original broadcast?

Discussions on the field to be covered in the training of librarians remained fruitless. There has been complete confusion in this sphere over the past few years and the establishment of a still completely undefined library science will probably do little to remedy the situation.

Future librarians are meant at least once during their training to have to deal with the problems of research, interpretation and analysis of academic and literary items and they often capitulate before the distant vision of a perfectly functioning service industry.

This service industry is the provision of literature. The term sounds modern, objective and unpretentious and yet the understatement contained in it reveals its feeling of being indispensable. Every item

of information required is to be provided within the shortest of periods with the help of computers and skilled librarians.

There remains the question of whether librarians can assume any responsibility for the books and other material they loan. The pioneering age of the public library, when the main aim was to educate workers, has long since entered the annals of history.

As far as today's public libraries are concerned, the only answer to this question is that librarians in the public service must bear in mind the old tradition and not avoid the problems involved in reaching a reasonably-based verdict on a book.

Borrowers do not always belong to those sections of the community which have had the benefit of further education and might not be able to distinguish between good literature and junk.

But how are librarians to pass any judgment on the quality of a book — naturally in collusion with their specialist colleagues — if those colleges training librarians believe that their main duty is to churn out perfectly functioning administrators of literature, statisticians able to draw up an inventory of the books and analyse loan figures, data technicians and statisticians expert at finding a particular book?

To guard against any misunderstandings, it must be said that these criticisms are directed against the so-called professional image of qualified librarians, those people who represent the "upper middle classes" of the academic library responsible only to the upper echelons. They shoulder a good deal of the responsibility, it is true, but they wish to claim it all for themselves.

## Booksellers' congress in Darmstadt

Secondly, there is the proposed reform of orthography under which all nouns would be written with a small letter instead of the present capital. The publishers are afraid of what this reform could cost.

They discussed the forthcoming amendment to the 1901 publishing laws and the proposal for library charges — which, at the present stage of discussions will be paid by the authorities running the library and not by the central government or Federal States.

The publishers were warned not to expect too much from the change in the publishing laws. The media had influenced the public so much in favour of writers in recent years that the new law would not result in any great advantages for the publishing trade. The branch must in the next few months take extreme care not to do anything that spoils its image.

But this advice hardly fits in with the fact that congresses frequently demanded the end of the thirty Mark minimum book price. A call was made for better public relations. The erroneous belief that books are expensive must be corrected. It was claimed: However the congress did not discuss who could afford books priced at thirty Marks or more.

The main assembly was opened with the award of the Friedrich Perthes Medal to Werner E. Stichnote, Ernst Kleit, head

of the "Börsenverein", the booksellers' organisation which arranged the congress. It was stated that if it were not for his negotiations there might no longer have been a Frankfurt Book Fair.

Kleit was referring to Stichtnote's at the 1968 Frankfurt Book Fair, which has become known as the "police fair". "Not all the persons there were disposed to us," Kleit explained.

The "Börsenverein" elected as its head Rolf Keller, who, although a fellow-Swabian is far less conspicuous than the humorous Kleit. In his speech thanks Keller turned both to his trade as book dealer and his training as a soldier.

Perhaps the biggest surprise at the book dealers' congress for connoisseurs of the "Börsenverein" is that the commission appointed to put forward proposals to reform the association's structure submitted a draft that completely shattered its dignitaries.

Under this draft, the main assembly was to be abolished and replaced by a delegate assembly. The functions of the local branches would be transferred to the responsibility of headquarters in Frankfurt — apart from their own determined tariffs.

This is the weak point of the draft planned to modernise the "Börsenverein", centralise it, and yet the step of forming an employers' association to determine tariffs is a shunning.

Members of the reform commission suggested in private that this proposal was due less to ideological principles than the belief that the proposals would forward were all that could be expected of the present on the older members of the association.

(Frankfurter Allgemeine Zeitung, 20 June 1973)

City librarians are closer to the people and they are indeed responsible for their own actions. There is no superior authority to do their thinking for them. Practical experience is normally a qualification for becoming head librarian.

The spectre of inexperienced graduates walking into head librarianship positions now raised its ugly head and is being opposed by those people who claim that experienced librarians must be given the same promotion prospects.

The problems touched upon here are particularly pressing in small and medium-sized towns where librarianship is to employ all their expertise and their responsibility to maintain a stock of reasonable standard.

(Die Welt, 18 June 1973)

## Jazz musicians unionise

A Jazz Musicians Union was recently set up in Hamburg to represent the interests of musicians in social, legal and professional affairs. So far no other musicians from throughout the Federal Republic have joined the union.

Albert Mangelsdorff of Frankfurt, elected head of the organisation, has a deputy in Viera of Munich. His deputy, executive consists of Manfred Schöler from Cologne, Volker Kriegl from Wiesbaden, Ed Kröger from Bremen, Trunk of Munich and Peter Schuler from Bremen.

During the next few weeks a newly-formed committee will draw a minimum rates for jazz musicians, formulate basic contracts, compile a catalogue of jazz musicians and their organisers and work on a "Black and White Book", listing the pros and cons of the jazz scene in the Federal Republic.

The jazz musicians plan to meet in six months time at the Hamburg Forum which will be held from 4 to 6 January 1974.

(Frankfurter Allgemeine Zeitung, 20 June 1973)

## THE PAST

# International exhibitions — a 19th century mania

## DEUTSCHE ZEITUNG

Culture

International exhibitions are pieces of pilgrimage to worship the fetish of progress. Walter Benjamin wrote harshly about the pompous spectacles in Paris of the Belle Epoque. When he wrote the nineteenth century had not yet become fashionable.

Today there is a good deal of delving into a century that was for a long time scorned. The things that emerge from this delving are in many cases the foundations of this present age, which so gladly concentrates on occidental tradition but which would so gladly burn all the bridges leading from the recent past.

Die Münchner Neue Sammlung, a museum that normally concentrates on things historical, but which concentrated on rebuilding these bridges.

To rebuild the latest — "Hidden Nationalism" — was particularly easy. It was particularly well documented and could well now be freed from the reputation of being a time devoted to things historical, but which concentrated on kitschy rehashes of the worst cankers of bygone ages.

Now the Neue Sammlung has re-created the legendary world exhibitions of London, Paris, Vienna, Philadelphia and Chicago in which the self-confidence of the nineteenth century so extravagantly expressed itself. Even the enlarged pages from the catalogues still extant, displayed on the walls, make even today a great impression.

The things that the anonymous engravers and pioneer photographers went to such pains to capture for posterity were first and foremost the great buildings, palaces each of which attempted to outdo the others, memorials to the force that all countries agreed dominated the world — technological progress.

It is in this that the exhibitions of those days differ from the international "expo" of the twentieth century, at which each country tends to have its own national pavilion into which it can withdraw.

It is interesting that the boldest design ever in the architectural history of great exhibitions, Paxton's Crystal Palace in London, dating from 1851, came about with the least opposition. And if the description "palace" seems to be an understatement of the buildings that followed at other world fairs this glaring classification can be seen as a false compliment for Paxton's rectangular tribute to the principles of economy and utilitarianism.

It took only six months to build up the prefabricated, standardised elements in Hyde Park, and to dismantle it took about the same time. This first out of the local branches would be transferred to the responsibility of headquarters in Frankfurt — apart from their own determined tariffs.

More than six million people visited the Crystal Palace according to a contemporary observer, and they treated it with the same reverence as St Peter's in Rome. Later Bucher reports that replicas of the gigantic steel basilica, six hundred yards long, were to be found in the most out-of-the-way German farmyards.

Yet this edifice, a much-revered precursor to Manhattan (if indeed it did not set an example. Overcome by national pride and thoughts of prestige

the host countries wanted to build for eternity. In 1900 the last and greatest Paris exhibition gave the French metropolis the dubious heritage of the neo-Baroque architectural monstrosities the Grand and Petit Palais. The exhibition thereby bade hello to the new century.

They did not become one of the sights of Paris unlike the Eiffel Tower, built in 1889 amid many protests (from Zola, Maupassant and Verlaine among others).

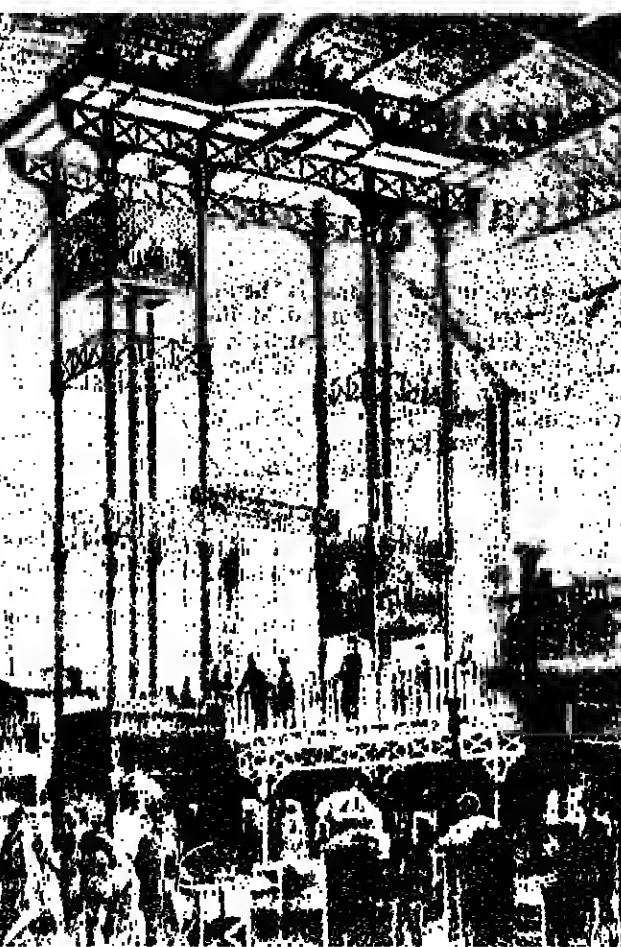
Such retrogression in the name of progress seems to be typical. In Munich the world's first car, built in 1885 by Carl Benz and exhibited as a museum piece as early as 1900 in Paris, was first put on exhibition. It was a truly elegant carriage on three large spoked wheels that made no attempt to conceal what its function was. Fifteen years later, the same firm's cars looked like clumsy great earrings without horses and shafts.

It was a century with the heads of Janus. Its machines, regarded as a wonder of the Modern World, were set up on plinths decorated with scrolls of Rococo design.

At an exhibition in 1867 the first practical piece of modern town planning was put on exhibition (The Paris Nouveau of Napoleon III and his Prefet Haussmann), a great urban creation that would not even be successful in the dying years of the twentieth century, when another Olympiad looms large.

Twelve years previously Gustave Courbet had introduced the realistic programme of the new painting, but this did not prevent the judges of the new aesthetics from awarding medals and prizes for furniture that bore a closer resemblance to a Renaissance confession of functionalism.

Such schizophrenia was the congenital disease of the Industrial Revolution. There was an addiction to progress with the successes of science and technology chasing hard on each other's heels. This addiction could only be satisfied by pompous heroic poses and decorations. The sober matter-of-fact nature of machinery was left for a future generation to discover. The first mechanical loom was named Jenny. And visitors to the exhibition of 1878 walked under the Creuzot Works' steam hammer — weight 1,280 tons, lift of hammer five metres — as if they were passing under a triumphal arch.



A lift at the 1867 Paris Exhibition (Photo: Kautzig)

## Hanseatic League exhibition opened in Cologne

The Hanseatic merchants had offices in the Rhineland and Westphalia, in the coastal regions of the North Sea and Baltic. They set up subsidiaries from Bergen to Novgorod, from London to Riga and from Copenhagen to Smolensk. They developed a special type of ship and traded in goods of all sorts.

They achieved political power and formed the first European economic community which lasted nearly five hundred years. The word Hanse became a watchword for this cooperative of free merchants that gave the economy of their day what it needed — as much room to manoeuvre as possible for their merchant ventures.

Now an extensive historical exhibition dedicated to the merchant league that reigned supreme from the twelfth to seventeenth century has been opened at the Cologne Stadtmuseum by Dr Günther Albrecht. This is not the kind of exhibition in which the presentation can rely on being simply beautiful and optically effective.

The Hanseatic League was not the embodiment of an ideal, but the answer to a demand, according to the foreword of the exhibition catalogue, which is a compendium for a study of this theme, doing important groundwork. But this definition of the Hanseatic merchants from their beginnings as a loose association in the twelfth century outlines clearly the aims and intentions of this exhibition.

The Cologne exhibition intends to present the historical facts about the Hanseatic League freed from emphatic frameworks of national glorification in which they have been encompassed in German history books as a kind of Thousand Year Reich.

Hanse was not a vanguard movement of a nationalist political setup aimed at later territorial expansion in the sense of the old idea of empire or mad power-politics scheming. Research into the Hanseatic merchants in the past two centuries has clearly shown this.

According to this new view of the

Continued on page 14

## ORDER FORM

I/we hereby subscribe to THE GERMAN TRIBUNE until further notice at the following rates (postage included):

	Deutsche Marks	U.S. Dollars	Pounds Sterling
Six months	12.50	4.50	1.80
Twelve months	25.00	9.00	3.60

(Underline whatever applicable)

Messrs / Mr / Mrs / Miss

Name

Profession

Street

City

Country

Zip Code

Please return the completed order form to:

THE GERMAN TRIBUNE · FRIEDRICH REINECKE VERLAG GMBH  
23 Bona Aussicht, 2 Hamburg 78 · Federal Republic of Germany



## MEDICINE

## Smoking and heart attacks

Nicotine in all forms is harmful, doctors at the Advanced Medicine Congress held in Berlin stated. It is not only cigarettes that cause health damage, as American and British scientists sometimes claim. These scientists, who are often non-smokers themselves, recommend smokers to switch to cigars and pipes if they feel they cannot live without nicotine.

But the congress was now told that cigar and pipe smoke also have a harmful effect on the lungs. Professor Otto Gsell of St. Gallen spoke of Swiss compatriots who smoked cigars and pipes and brought themselves relatively free from risk of lung cancer — until they actually died of it. Gsell even found bronchial tumours among farmers who live in the unpolluted Alpine atmosphere and smoked only cigars or pipe tobacco.

Death from cancer occurs ten years later on average among pipe and cigar-smokers. Professor Gsell assumes that this is because they do not inhale so heavily.

Professor Ernest Wynder of New York expanded on Professor Gsell's observations. He said that smoking cigars and pipes could influence cancer of the tongue and throat as much as smoking cigarettes.

Professor Herbert Klansch, the Berlin physiologist, was able to provide smokers with some consolation. Dying of heart disease as a result of smoking was only statistically probable after total consumption of two hundred thousand cigarettes, he claimed.

Egbert Nüssel and Dr. Wilhelm W. Hüpper were commissioned by the World Health Organisation to investigate deaths from heart attacks occurring in the Heidelberg area. They were struck by the fact that people who smoked 25 cigarettes a day suffered their first heart

attack on average ten years earlier than non-smokers.

Professor Frederik Epstein, an American, believes there is a close link between smoking and heart attacks. Any smoker who suddenly decides to give up nicotine will find he has a chance of living longer and escaping the sudden death from heart diseases to which cigarette smokers are prone. Each additional year of abstinence from nicotine will decrease the risk and gradually bring it down to the level of danger faced by non-smokers.

Both doctors and laymen often ignore the fact that differences of sex can be of great significance in the complex ties between smoking and the incidence of heart attacks.

Women are less prone to heart attacks than men up to their change of life, probably because of the protection they obtain from their hormones. But heavy women smokers should not rely on these statistics. Professor Epstein pointed out that according to his own observations one woman in two who suffers a heart attack below the age of fifty is a heavy smoker.

People put on weight when they give up smoking. That is often looked upon as a good reason for continuing smoking, especially when the health risks connected with excess weight are emphasised so frequently.

Non-smokers are indeed fatter on average than people who smoke. It is a sure sign that something is wrong when cigarette smokers suffer excess weight.

What should doctors advise their patients when faced with this dual problem? This is a difficult question to answer especially as it is still a complete mystery why people put on weight after giving up nicotine.

Professor Siegfried Heyden of St. Gallen states: "Even smokers who are thin are threatened to a greater extent by death from heart disease than the fattest non-smoker. Five or ten years after giving up the habit, former smokers have the same low risk level as non-smokers even if they put on weight. Excess weight alone does not cause heart attacks unless it is combined with high blood pressure, gout or an excess cholesterol level in the blood."

Ottmar Katz/PAM  
(Münchener Merkur, 15 June 1973)

## Treatment of neuroses begins in infancy, expert says

And then in this country alone there are hundreds of thousands of alcoholics, drug dependents, social criminals with neurotic and psychopathic tendencies, psychotic patients in mental hospitals, broken-down marriages, the lonely, the neurotic, the old and depressed."

But Dr Maass does not attribute this alarming collection of complaints to the hectic nature of everyday life, to stress and the dangers lurking in our environment, as many people are prone to do.

He looks for the causes in the present generation's development as children instead. "No psychologically induced disease or disorder occurs without a mental trauma dating from early childhood," he explains.

There is only one way of preventing disorders of this type, he claims. The situation in which a child grows up must be improved. To achieve this, the doctor believes a number of points must be remembered:

- The natural mother-child relationship must be guaranteed from birth. The mother must sleep in the same hospital room as the child after birth and if possible suckle it herself.

- Small children should be admitted to hospital only in emergencies. Children's wards must only be built in future if they contain a room where the mother can live

## Chest pain could mean nothing but ask a doctor

Many of us have felt pains about the heart — especially if we are male and over thirty. Although they rarely amount to anything more than a twinge and usually pass within a matter of seconds, they can be a little alarming at first.

Persons suffering these twinges think automatically of coronary sclerosis and heart attacks. Diseases of the heart and circulation are top of the list of the causes of death today so it is not only hypochondriacs who fear that any pain around the left part of the chest could be the first symptoms of heart disease.

What must people do when they feel these twinges? If they are seriously worried about them, it is best if they immediately consult a doctor. He will listen to their heart, perhaps X-ray them and, if he has the slightest doubts about their condition, take an electrocardiogram. The graph that results provides valuable information about the condition and durability of the heart muscle.

Fortunately, most fears of this type are usually unfounded, as Dr M. Siegel demonstrates in his series of thorough examinations. He reassures us that pains of this type in the left half of the rib cage very rarely pose any danger to the under-forties and are very often harmless in the over-forties.

The pains are not caused by the heart, he points out, but usually by irritation in the chest muscles induced by the spinal column.

As a result of his own extensive findings and those of 46 other practising doctors, Dr Siegel has compiled a list of symptoms characteristic for these harmless twinges. This should prove of benefit both to doctors and worried patients.

It can be assumed that these twinges are not caused by the heart:

- when the pain is constant and does not strike suddenly;
- when it is felt more in a sitting or supine position than when walking;

with her child and take care of it.

- Children from homes must if possible grow up with foster parents or at the SOS children's villages. Adoption must occur in the first few months of a baby's life.

- Dr Maass also believes that it is vital for married mothers to give up work in the first five years of the child's life. Town planners, the Churches, architects and builders must cooperate and allow unmarried mothers to work in "social living units" where their children can play within earshot.

Combining these living quarters with old people's homes would give the elderly the opportunity of finding some purpose in their old age as they could help look after the children.

- Up till this scheme can be put into practice, unmarried mothers must receive a monthly allowance of nine hundred Marks for at least two years — this money would otherwise have to be spent on bringing up the child in a home.

"The advantages for the mother, the child and the State are obvious," Dr Maass explains, "as the mental damage otherwise done to the child can later cost the State the same sum many times over."

Dr Maass demands from his colleagues that they help their patients achieve a normal and healthy attitude towards sex. He also proposes the establishment of schools for parents at health departments. Parents would then be able to learn to overcome cases of conflict and encourage their child's mental development.

Lajos Schöne/PAM

(Frankfurter Rundschau, 15 June 1973)

## Gnathology congress

Dental treatment should consist more than filling cavities or replacing teeth that have fallen out. The directors of the "European Gnathology Academy" wished to make clear to dentists, patients and — most important — sickness insurance companies that an international congress they were organising in Düsseldorf.

Treatment should not be restricted to the correction of defects alone, congress organisers stated. Instead, the science of gnathology should find its way into dental practices.

Oskar Bock is professor of gnathology at Erlangen University, the only Chair of its type in the Federal Republic. He supports the view, common in the United States, that the functions of speech, mastication and swallowing depend on more than teeth alone.

As the soft tissue of the mouth is involved along with the jaw-bone, the muscles and tendons of the head, neck, the maxillary joints and the nervous system, a broadly-based diagnosis is required whenever diseases or disorders of a certain part of this system occur.

Dentists who have attended gnathology courses make use of the advances in computer science when drawing up comprehensive treatment programmes. The position and movements of the jaw in relation to the upper jaw are registered by means of an articulated diagrammatic form and stored in a computer.

"The computer and diagrams replace the head of the patient," Axel Bauer, an organiser of the congress in Düsseldorf explained. "With their help we can simulate the movements and register the functional interrelationship between tissue and teeth. The necessary changes and improvements can be planned in detail beforehand and put systematically into effect during treatment."

This broad-based preventive method of treatment was developed by a number of American dentists as early as the twenties but it has so far found little support in Europe. "We are so few in number that patients come to Düsseldorf from all over north Germany for treatment," Bauer reports.

Sickness insurance companies are sceptical about gnathology. Professor Bock has found that they are unwilling to cover the costs of the tedious analyses. Gnathological treatment is therefore mainly the privilege of affluent patients for the time being.

Peter Kleiner

(Kölnischer Stadt-Anzeiger, 15 June 1973)

## EDUCATION

## The government's programme for education

## Bremer Nachrichten

The overall plan for education consists of a long-term programme, stating the aim of reforms of content and administration, and an educational budget outlining the financial resources required for achieving these aims and their effects on social development as a whole.

A total of 57.2 milliard Marks is to be spent on the education system in 1975 if these proposals are to be put into effect.

As Chancellor Willy Brandt and the heads of the Federal state governments decided on the educational expenditure totalling 53.6 milliard marks for 1975, there will have been a long time for political discussions on the higher demands of the overall programme for education when planning future finances.

The overall programme for education states that it will be necessary in the long term to increase the proportion of taxes that goes towards public expenditure, including educational reform.

The State must also contribute more. According to the plan, educational expenditure must increase to 67.1 milliard Marks by 1980 and 91.1 milliard by 1985. The central government, Federal states and local authorities will have to raise these sums of money.

The overall plan proposes expanding the elementary sector (kindergarten) so that by 1980 all three- and four-year-old children will be able to attend kindergarten if their parents wish. It is estimated that a maximum of seventy per cent of parents will take advantage of this opportunity.

Educational facilities for five-year-olds is to be expanded so much that there will be accommodation for the whole of this age group by 1985. The programme does not however specify whether facilities for these children are to be integrated into the elementary sector or into primary schools where attendance will be compulsory.

As far as the primary sector is concerned, the plan proposes a rapid improvement in the teacher-pupil ratio over the next few years and a reduction in the size of classes as a result.

In 1970 there were still 37 pupils for every teacher in the primary sector. In 1975 this figure should have dropped to between 30 and 33, in 1980 to between 22 and 25 and in 1985 to as low as between 19 and 23. Experts believe that classes at primary schools can be reduced to thirty by 1975 and 21 by 1985.

The intermediate stage of the education system — classes five to nine or ten — should provide all pupils with an academically-orientated general education and school-leaving qualifications. Tuition should vary according to the standard of the pupil and his particular wishes.

The central government and those Federal states ruled by the Social Democrats believe that the comprehen-

sive school is the best type of school for achieving these aims.

The Federal states governed by the CDU/CSU wish to delay their decision on the future organisation of the secondary school sector until the education ministers have ended their experimental programmes of comprehensive schooling.

No agreement could be reached in this overall plan for education on whether the five and sixth school years should take the form of an "orientation stage" irrespective of the type of school, as the Federal states governed by the SPD advocate.

The teacher-pupil ratio in the intermediate stage should drop to 21 or 22 by 1975 and to eighteen to twenty by 1985. Schools requiring all-day attendance, instead of just mornings as is now usual, will gradually be set up in all sectors.

By 1985 thirty per cent of all full-time pupils should be able to attend all-day schools. An alternative proposal suggests that only fifteen per cent will have this opportunity.

In the later secondary sector covering senior pupils at high school and the vocational schools only some fifty per cent of pupils will receive simultaneous training at factories and schools in 1985.

Fifteen to seventeen per cent will attend full-time schools qualifying them for a specific profession while 20 to 23 per cent will attend courses relating to a specific academic subject.

The plan suggests that by 1985 some ten to twelve per cent of pupils in the

later secondary stage will choose courses enabling them to qualify for a profession or obtain the necessary basis for a course of further education.

By 1985 as many as 22 or, at most, 24 per cent of a school year will be able to attend university or a similar further education institute. As the number of school-leavers with the necessary qualifications for attending university will exceed this figure within the next few years, this means that university expansion is to be restricted.

The plan proposes more three-year courses at universities and institutes of further education and an increase in the length of Semesters so that students spend nine months a year attending courses.

Curricula and examination requirements must be drawn up for every course of study so that students will be able to conform to the specified period of study for his subject. The Federal states should set up study reform commissions in conjunction with universities, the appropriate authorities and experts in both education and the academic subjects involved.

## Further training facilities

The overall plan for education also considers that the expansion of further training facilities is one of the main public duties of the education system. A total of 470 million Marks should be available for this purpose in 1975.

Advice and consultation within the education system should also be expanded. By 1985 there should be a psychologist for every five thousand pupils and a careers adviser for every five hundred pupils or students.

(Bremer Nachrichten, 16 June 1973)

## SECOND HAND AND NEW CARS, TRUCKS, BUSES

in excellent condition  
Mercedes and Peugeot mainly  
and other German and foreign brands  
workshop equipment — small aeroplanes

## STELLING &amp; WAGNER

D-2 Hamburg 33, P.O. Box 366, Fed. Rep. of Germany  
Tele: 02-174233 stwe d  
Phone: 6142 41 cables: Stelling Hamburg

- Specialized suppliers for genuine + replacement spare parts for German cars and trucks
- Complete engines and engine units
- Speciality: Waterpumps, VW-Crankshafts, connecting rods
- Garage and Service Station equipment

For your requirements of french vehicle parts and truck parts please contact us or directly our associated  
Office in Paris: C.O.F.F.I.M.A., 3, Rue L'Olive Paris 18  
208-20-42, Tel: 68 121 COMOTO

## HERMES EXPORT KG

Hamburg-Schanze, P.O. Box 1146  
Telephone (0411) 830 70 21, Tel: 02 11267 heloo d

## Schmidt's PINE NUTRIENT

Keeps firs and spruces green  
Special salt for preventing conifers turning brown owing to trace element deficiencies.

- Pine nutrient supplies to the soil the deficient nutrients and thus enhances the growth of the roots and improves nutrient absorption.
- Pine nutrient promotes growth, produces longer annual shoots, and the casting of needles is prevented.
- Pine nutrient increases the resistance towards infestation by animal pests and fungus diseases.

Manufacturer and distributor:  
W. Schmidt • D-4046 Büttgen • Behnstr. 9 • W. Germany

## STAIRCASES

hand-operated  
and fully automatic  
Attic Stairs  
of wood, aluminium, steel tube  
Flat-Roof Ladder Staircases

WILH. HENKE KG  
Factory of Attic Stairs  
P.O. Box 24  
D-4991 Alswede  
W. Germany  
Phone: (05743) 211  
Telex No. 09 7240  
henke-d



## We supply: all kinds of FOOD-SPECIALITIES

Also:  
Machines, Apparatuses, Metal- and Hardware, Pharmaceuticals, bases, -essences, -oils, -compounds, perfume oils, Electrical Household Equipment

ERNST H. BUSCH  
0-2 Hamburg 38 - Grosse Bleichen 31  
Phone: 34 44 55 - Cables: Pharmatrade

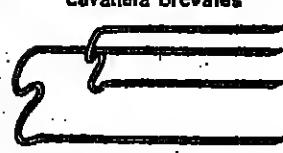
## FLORIST-WIRE

white or blue enameled, green-lacquered, any desired thickness and length.  
Il coupé, reculé blanc ou bleu, laqué vert n'importe quelle dimension.



## FERN PINS

cavallera brevalis



Specialist Inquiries requested.

Aug. Peddinghaus  
P.O. Box 447  
D-5870 Hemer/Westf.,  
Fed. Rep. of Germany



## ■ OUR WORLD

## Munich's bohemian centre endangered

## Stäiner Stadt-Anzeiger

Once a year an attempt is made to breathe fresh life into Schwabing, the picturesque erstwhile students' and artists' district of Munich. Schwabing Week, held this year from 25 to 29 June and run on a shoestring but with a will by Munich tourist board, is intended as an annual kiss of life for the best-known district of any city in Germany, an attempt to revive an atmosphere that has so often been declared past history.

The prospects of pulling it off seem remoter than ever this summer. The hue and cry of entertainments today and the growth and commercialisation that are poking their way into nearly all aspects of life and leisure seem to be proving the death of what Countess Reventlow described in 1913 as the basis of Schwabing: "intellectual movement, high standards, direction, protest..."

Nowadays description such as these read like obituaries. Middle-class Schwabing with a dash of artist's milieu threatens to give way to a profit-orientated Schwabing with an imputed playboy atmosphere. Münchner Forum, a citizens' group that ought to know maintains.

Münchner Leben, a magazine that has come to be a worthy mouthpiece of the city and its people, recently came to the conclusion that "Schwabing no longer exists."

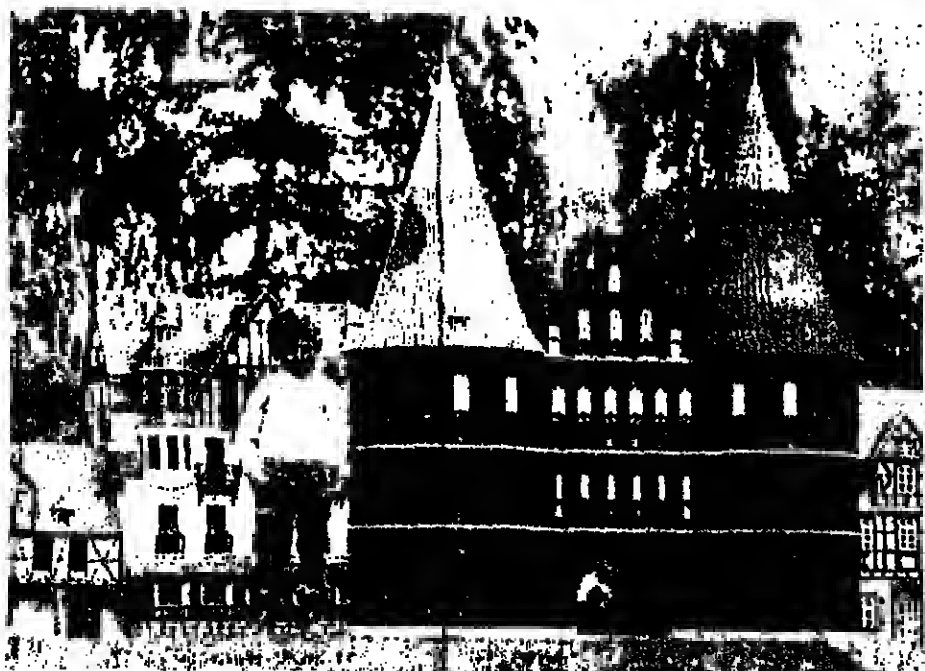
## Too fat

People in the Federal Republic eat too much. Sixty five per cent of citizens in this country are overweight according to the latest surveys. Estimates show that 41 per cent of those overweight have at least ten per cent too much flesh on their bones.

These disturbing statistics were issued recently by the advisory centre on slimming problems in Frankfurt.

In the past eighteen months more than 200,000 people have consulted the centre on problems of overweight, asking for tips as to how to get rid of excess flab.

(Neue Ruhr Zeitung, 30 May 1973)



A miniature gateway in Sierksdorf

(Photo: dpa)

"Nothing that stands around on the pavements and by the fountains on the Schwabing side of the Siegestor," the magazine comments, "is either imaginative or exotic. The area's only claim to originality are the prices and menus in a number of restaurants. The many new restaurants are, of course where the rot has begun to set in. The comfortable, easy-going bars frequented by students and local people are disappearing, being replaced by a plethora of pubs charging disgracefully high prices in return for neon lighting and fonnies."

Individual pubs are popular for a while, then they change hands and are eventually taken over by large firms, such as the entertainments complex in Leopoldstrasse whose establishments are identified by the golden-hand emblem. US big business, Renish lustle and bustle and international irrelevance are gaining the upper hand in narrow streets with slowly fading lamplight that the Schwabing landlady Gisela immortalised in song only a few years ago.

A meeting of residents called for an embargo on licensing concessions for new or renovated bars and restaurants. "We want Schwabing to remain a place to live and not to become an entertainments district," the residents clamoured.

There can be no denying the trend towards a Munich Montmartre, or even worse, a Munich St. Pauli. Remnants of the idyll of old are still in evidence. Small houses, like tiny castles with greenery, are still to be found. The district still wears a snail, to quote Peter Paul Althaus, the poet who so loved it.

But profit considerations are on the march. The Seldhaus and mews on Nicolaplatz, a historic building in the heart of Schwabing, is to be demolished to make way for an eight-storey apartment block. Münchner Forum calls the project a text-book example of urban



The Wedakind fountain in Schwabing, Munich

(Photo: Friedrich Ranch)

destruction, but what use are mere words?

In Leopoldspark the University plans to build four new blocks. The district committee and residents' association plan to launch protest movements, but the university construction department feels it is somewhat late in the day to start launching objections.

During Schwabing Week singers and guitar-players, satirists and cabaret artists, "inter-disciplinary" musicians and "city rock" exponents plan to demonstrate in their own way against the course of events.

A left-wing literary group is to hold debates on leisure today and the Tree Campaign will try to make people more observant. In the middle of Schwabing passers-by will be asked to look at a tree for an uninterrupted half hour. If they succeed they will be entitled to a free beer.

Plaques will also be unveiled to the memory of Rainer Maria Rilke and Rudolf Schmitt-Sulzthal, the founder of the Tukan group. They will, it is hoped, remind people that Schwabing once really was the home of poets and literary lions in the days before they made a name for themselves.

Karl Stankiewicz

(Kölnischer Stadt-Anzeiger, 23 June 1973)

## A children's paradise at Sierksdorf

It is only a stone's throw from the Bingen Mäuseturm to the temple statues from Abu Simbel. Those who wander through the Acropolis find behind them monuments from Antiquity and then the launching pad for space flight at Cape Kennedy.

Legoland is for this country what Disneyland is for America, an complete mini-world for children. It is made of 28 million plastic bricks and is located at the Italian resort of Sierksdorf.

For months architects and designers worked to produce the attractions of the world in mini-form.

But bad weather kept the crowds away on the opening day and those who did turn up were in for a surprise at the turnstile. An adult had to pay five Marks admission and a child two.

This is a handsome sum to have to pay

## Hanseatic League Exhibition in Cologne

Continued from page 11

Hanseatic League it had an effect stretched far beyond the purely local and was responsible for a number of municipal developments in the legal techniques and architecture - we today would call infrastructure. In instances there was the old municipal law with its consequences: numerous Hanseatic cities and architectural planning of the city of Lübeck.

When the Hanseatic League was politically or militarily it was always the maintenance of the economic requirements of this association of merchants. The gradual decline of Hanseatic movement, the original northern European in the sixteenth century, the emergence of national awareness in European countries in which the Hanseatic merchants had interests.

The privileges that had been granted them were valued as soon as the advantage the Hanseatic movement offered economically began to conflict with the countries' desire for emancipation. The glowing example of the closure of the stables in London in 1598 of Queen Elizabeth I had arisen.

How does the Cologne exhibition manage to cope with so much historical material? It has loaned works from Danzig. The pragmatic solution begins with an economic solution which is then raised to the level of art when it is a question of the cultural activities of the Hanseatic merchants.

These include the important collections of rich merchants. One example is the Cologne merchant family of the On the other hand there is an aspect of trade and export within the Hanseatic movement.

Art also served to portray the Hanseatic merchants themselves, such as the Younger's portrait of the merchant Gliese in 1532 done in his office. From this picture the organisers of the exhibition managed to reconstruct the Hanseatic merchant's office.

They had also reconstructed one of the Hanseatic Hansekoggen, a ship, to scale of 1:5, based on finds in Brix and the warehouse in King's Lynn, Norfolk, with all the goods traded in the north and east Europe. The exhibition concentrates on typical objects which are still extant.

Wolfgang Stauch von Quilich

(Hannoversche Allgemeine, 19 June 1973)

SPORT  
Championships for women footballers next year

Next year promises to be a bumper year for football fans in this country. First there is the World Cup, then the first national championships in women's soccer.

The Football Association has given us a big undertaking," says Maria Meissner, women's football coach at Bayern Munich, "that we will be able to run a championship title competition next season. Our players can hardly wait." FA officials have consistently put off the holding of national championships in women's football in the past. They have suddenly hoped on the quiet that the sudden craze for football-playing among women would die down just as unexpectedly as it had risen.

The FA still thinks in terms of soccer as sport for men and would sooner see the women back at home in the kitchen where they belong. Hildegard Zur, 21, shop assistant and wife of FC Germania Mühlheim, the women's regional champions, suspects that the men are merely envious and a little worried.

"The men," she says, "are presumably worried lest we deprive them of something or other. They would be less never get over the shock of us having a cup when they come home empty-handed."

Says Maria Meissner of Bayern Munich, "our women have yet to lose a championship match." This sort of thing is already not to the men's liking.

The first unofficial women's teams came into existence a decade ago. Despite an official ban by the FA in Frankfurt more and more women started to play football.

In those days women's football had more in common with a circus turn than with the game proper," Horst Schmidt of the FA recalls. The spectators came for a good laugh and, so the officials suspected, to watch the players rather than the ball. Fritz Becker, manager of the Mid-Rhine



Air rally competitors prepare to take off at Lübeck

(Photo: dpa)

FA, remains convinced that "football calls for fighting spirit and is no good for women. We want our women to look attractive. We certainly ought not to provide sights for the so-called eyes of voyeurs."

Becker reckons women's football is both unattractive and hazardous to health. "Women," he says, "cannot even fall properly so as to avoid injuries."

They have evidently learnt a lot, though. In many cases they may lack the power to place a corner kick within striking distance of the goal or to kick the ball well forward into the opposing half, but, as Heir Schmidt says:

"The days of tomfoolery are over and done with. These days there are a fair number of good teams." "People go less to see the fun," adds Maria Meissner, "than to watch the football."

The FA officially recognised the existence of and set the seal of approval on women's teams on 31 October 1970, since when there has been no holding the women back.

More than 1,800 clubs already boast women's teams and between them they have more than 115,000 women members.

Up to three times a week housewives and shop assistants, secretaries and hairdressers swap their nylons for socks and shinpads and their high-heeled shoes for boots. The women are determined to make a go of it, and as Heinz Günther Hansen, women's manager at SC 07 Bad Neuenahr, says, "you will never get anywhere unless you are prepared to train twice a week."

The women, when all is said and done, have a good deal of ground to make good. "The old saw would have it that little girls play with dolls and little boys with a football," says Hildegard Zur of Cologne. "The upshot is that we women suffer from a substantial backlog. A boy who has been playing ball since the age of six already has feeling for football when he joins a club. Girls have to start from scratch."

Good-quality women's football can draw the crowds, as the Bad Neuenahr



Women on the pitch at Bad Neuenahr

(Photo: Sven Simon)

the Bad Neuenahr

## 159 planes take part in rally

Two years ago Michael Kinnerle, 31, a businessman and Ernst Mattern, 42, from the Glengen flying club were the big surprise of the 17th Flying competition in a Murnau. The unknown victors of 1971 are the top favourites in the 1973 competition to be staged from Lübeck-Blankensee to Donaueschingen-Villingen.

As many as 159 planes are taking part in the rally, which is arranged every two years by the German Aero club (DAGC).

Nineteen planes of those taking part come from Lower Saxony flying clubs and flying associations. Poser and Manzka from the Brunswick flying club are taking part in a Robin DR/180 and Stromberg and Pfeiffer in a Cessna 172 from Celle. Horstmann and von der Kamp from Nordhorn are also taking part in a Japanese Fuji F8. Schmidt and Meyer from Himmelsdorf are flying in a Saab Sift Sift 91. Two of the strongest crews in this country are also entered, Wenzek and Otto flying a Bülow 208 and Meinz and Stützer in a Cessna 172.

Also from Lower Saxony Kaiser and Gleich from Hildesheim will be taking part again in a Cessna 172 and Jodanis and Binderseiff from Langenlengen flying a Cessna F 172 G.

Karl-Heinz Hurrass from Brunswick is also planning to take part flying a Cessna 150 with 100 hp and capable of 155 km/h.

Karl Eckert from Freiburg is the oldest participant in the rally, but he is not the only participant who is worthy of the title "Oldtimer". The Siegerland flying club is to send an almost legendary Focke-Wulf 44, built in 1937 with Heier and Buchner for crew.

A more famous oldtimer - and almost a museum piece - will be the Cuntze C 4 which belongs to the much experienced flyer Franz Droschke. Al-

## Hannoversche Allgemeine

though his plane was built in 1930 it can still manage speeds of up to 130 kilometres per hour. The Major-Sidney engines capable of producing 90 hp were built in 1924 or thereabouts, no one is quite sure when.

The motto of the rally is safety first, and to this end all planes and crews are well and truly tested for navigational abilities, landing etc. In the first rally in 1911 twelve pilots took part and then it was all an adventure for "those marvellous young men in their flying machines". But that is all in the past. Then many planes crashed, a few burnt out and one or two had to make emergency landings. But now the rally is a showpiece of safe flying with exact navigation and precise landings.

Pilots who take part have varying views about the spot landing. Rolf Reese from Bremen, a flying instructor and winner in 1961 said categorically: "Spot landing should be abolished with all speed. They make pilots try landings that in the normal course of events would never be attempted. The plane's engines are endangered and at the same time the plane itself."

There are 52 planes in group I, which have speeds from 190 to 240 kilometres per hour. There are 58 planes in group II with speeds from 165 to 185 km/h and 49 planes in group III with speeds from 130 to 160 km/h.

But speed is not the great factor in winning. In many practical exercises in the rally the smaller, slower aircraft are often at an advantage. The truth is that at the rally the smaller planes have every bit as good a chance as the bigger, faster planes.

Karl Morgenstern

(Hannoversche Allgemeine, 20 June 1973)

Peter Rudolph

(Münchner Merkur, 23 June 1973)